

Manufacturers Record

Exponent of America



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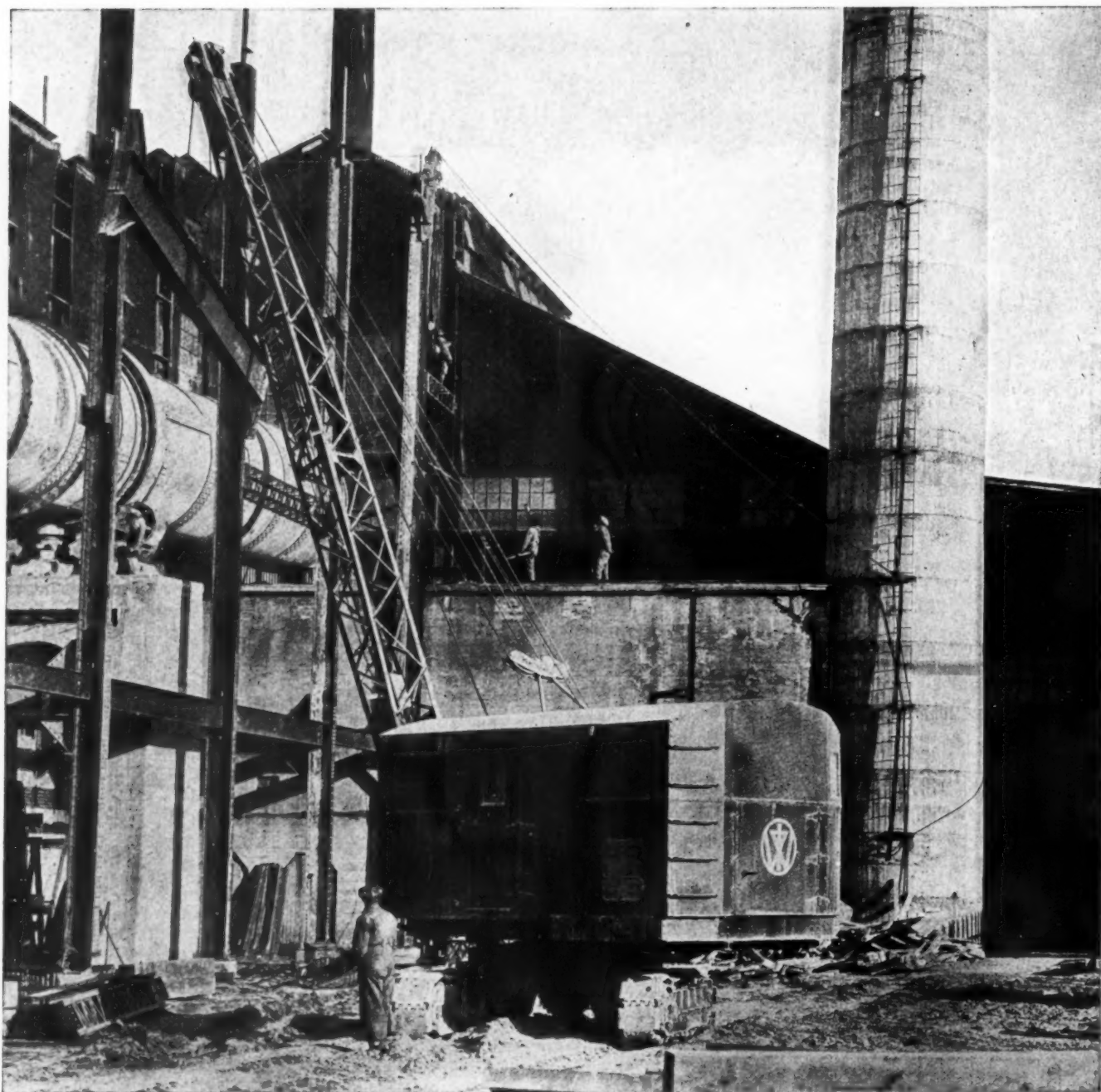
Reduce Federal Income Taxation.

The proposition often advocated by this paper for a still further reduction in income taxation and a lengthening of the time for the redemption of all the Liberty and Victory bonds of the Federal Government is again attracting discussion throughout the country. As the war was fought not merely for this generation but for the welfare of all future generations, it is entirely proper that some considerable proportion of its cost should be borne by the generations to come instead of all of it being paid by the people of this generation. There is another reason also for this. The wealth of this country is increasing at such a tremendous pace, not less than \$12,000,000,000 to \$15,000,000,000 a year, that it will be very much easier twenty or twenty-five years hence to redeem the bonds then outstanding than it will be to redeem all of them within the expected time. Moreover, the very lessening of income taxation will make it possible to use the money thus saved from Federal income tax for the expansion of business, thus bringing about a still further increase in the growth of our national wealth.

There is widespread criticism against the heavy taxation of the present. To a very large extent this taxation is that of municipalities and states. It is hardly possible for much reduction to take place in this local taxation, for few states are so fortunately situated as is Florida, which has cash in its treasury of about \$17,000,000 and which twice recently has been able to reduce its state taxation. Not many states are thus fortunately situated, and not even Florida's municipal taxation is likely to decrease for a long time to come. The burden of local taxation is the one from which the people are suffering without much chance of reduction, because our growth of population, our automobile traveling, our need for schools and municipal improvements—all must be met by heavy local taxation. But these taxes are expended for betterments in which all the people share. National or income taxation, however, can be largely reduced without injury to any business interest, but, on the contrary, with great profit to all business and thus to the country.

We cannot agree with President Coolidge's view that there should be no further reduction of income taxation at the coming session of Congress. We believe that Congress should make an aggressive effort to lessen income taxation, and if possible to have it take effect during the calendar year of 1926; that, however, is possibly not feasible unless a retroactive bill should be passed. Certainly, however, a bill should be passed by the coming session of Congress which will lessen the rate of taxation for 1927. A strong appeal is being made to lessen the taxation on corporations. As desirable as that is, for it would give to business corporations a larger amount of cash with which to increase their operations, a reduction of taxation should apply to all interests, individual and corporate.

This is a subject which the people of the country, and especially all commercial organizations, should take up for active discussion with a view to bringing the matter strongly before the Administration and the coming session of Congress. Active work must be done now if success is to be attained.



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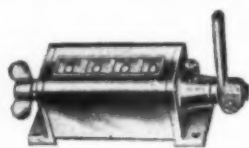
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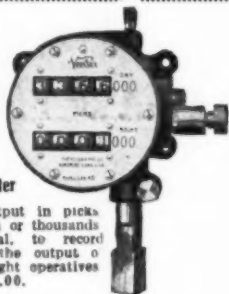
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Manufacturers Record

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Weekly }

BALTIMORE, SEPTEMBER 9, 1926.

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Great Issues of World Importance.

EDWIN C. ECKEL continues in this issue his remarkable series of articles on European wages and American conditions. His previous articles have attracted very wide attention, and one concern informs us it desires to reprint 20,000 copies of the main points for wide distribution throughout this country. This week's letter is extremely interesting. It throws further light upon the subject, but Mr. Eckel's article is only one of the many intensely interesting things published today.

The greatest economic problem before the world, namely, the question of the debts of the Allies and their relation to the prosperity of this country and of the world, continues to command the attention of many of our readers. A number of letters pro and con are printed in this issue. We are giving both sides full sway in the discussion. The MANUFACTURERS RECORD believes that this question should be discussed throughout the land. It believes whole-souledly that in cancelling these debts the United States would take a step forward for the betterment of the world, the prosperity of Europe and for its own prosperity through all the ages to come. There are, however, some very bitter critics of this position. They write, at least many of them do, with bitterness as though their pens were dipped in gall and as though the editor of the MANUFACTURERS RECORD had been guilty of some unpardonable crime against America by advancing with many others his arguments in favor of cancelling these debts for the good of America, as well as the good of Europe.

We do not take offense at these severe criticisms. We are publishing them just as freely as we are publishing the many letters of commendation which come to us, desiring to give our readers the opportunity to study both sides, and thus to form their own conclusions, based on the arguments which the advocates and the opponents of debt cancelling put forth. Some of these critics take the ground that the MANUFACTURERS RECORD had no right to express any opinion on the subject. No criticisms of this kind can possibly have any effect upon the policy of this paper. It voices what its editor believes to be the truth, regardless of friend or enemy. Our readers, whether they have taken any stand for or against in this great issue, will, if they are honest with themselves and ready to study both sides, be gratified with the opportunity of reading what is said on both sides by writers from different parts of the country, whose letters will be found in today's paper.

Inspiration for every town in the South which seeks to utilize its natural advantages, whatever they may be, should be found in the story about the creation of a port at Corpus Christi, Texas. It is a story quietly and conservatively told, but back of all this conservatism should be written the story

of the really heroic, untiring work of the people in Corpus Christi and in the surrounding county, who have dared to do great things and who now see their work bringing forth its harvest of achievement. For a quarter of a century or more the MANUFACTURERS RECORD has watched with interest the efforts of the Corpus Christi people to build a harbor. They have now accomplished that, and the growth of that community, we think, will more than justify all the work and all the money that have been expended. We are telling the story not merely for the good of Corpus Christi, but as an inspiration to other places.

Upon harmonious relations with Mexico largely depends the relation of the United States with all Central and South America. We have often misjudged these countries, misunderstood them, and in our dealings with Mexico Democratic and Republican Administrations alike have made many blunders. We have often sent to Mexico representatives who did not understand the spirit of the people, their intense patriotism or their Governmental affairs, and many a wrong has been done to Mexico by some of our great business leaders. At the present time there is danger that the contest between the Government and certain religious elements may produce friction between Mexico and this country. That would be extremely unfortunate for both. This is, in our opinion, strictly a Mexican Governmental matter. The contest must be settled by the people of Mexico without intermeddling on our part. For that reason we are publishing an interesting letter from a prominent business man of Daytona Beach, who, in company with a group of other men, recently went to Mexico with an open mind to study the situation simply from a desire to know the truth for the benefit of both countries. Perhaps some recognized authority will desire to reply to his letter. If so, our columns are open to a further discussion of the subject.

Secretary Herbert Hoover recently said the time has come when we must take an enlarged vision of the future development of our water resources. This is unquestionably true. As a nation we have never adequately utilized our water potentialities for transportation, and we are only within the last few years beginning to give full attention to the utilization of our hydro-electric possibilities. Mr. Hoover's address on this subject throws a good deal of light upon this great question.

One of the crying sins of the American people, for a sin it is, is their disregard of their responsibility as citizens to vote. Men and women alike shirk this responsibility with an utter indifference to the fact that in doing so they are betraying their country. This is seen in the failure to vote in local and in national politics. In a matter of bond issues a large proportion of the people do not vote, and thus many bonds are issued by municipalities by a majority of those who

vote, but which in reality are such a minority of the citizens that they scarcely represent the real sentiment of the community. In local elections, as well as in national elections, our people are indifferent to their responsibilities. But little more than one-half of our citizens voted at the last Presidential election, and in a recent election in Atlanta, a city of 300,000 population, only 11,500 voted. Those who stayed away from the polls thus permitted a union-labor element to control the election and to put into office many men who do not represent the best interests of the city. The result of this is seen in some recent local legislation, and the whole story as to the outcome of this failure of Atlanta people to vote is told in an interesting article by the president of the Atlanta Chamber of Commerce.

The citizen who fails to accept jury duty unless there are providential reasons against it, or who fails to vote, is recreant to his responsibility to his family, to his city, to his state and to the country.

The subjects which we have thus touched on are but a few of the many interesting discussions on great public questions in this issue. In addition to these matters, however, there are many facts regarding great business enterprises that are being established throughout the South, a vast array of information about new enterprises of every kind, of construction activities and of other things which are shaping the destiny of the South as one of the preordained centers of the world's greatest activities. No one can read every issue of this paper without having an entirely new and broader view of what the South is, what it has and what it is destined to become. Nor can anyone read the advertising pages of any copy of the MANUFACTURERS RECORD without finding in them a vast fund of information of value to every business man, for in these advertising pages nearly 1000 of the foremost concerns of the country voice their sentiment on some of the things which they believe will be of interest to the public. Skip the editorial matter if you so desire, but always read the news and advertising pages.

KENTUCKY TO SEND AN EXPOSITION TRAIN ON TOUR.

PLANs are under way in Kentucky to send a "Kentucky, Land of Opportunity, Special" train on tour this fall through 17 cities in the East and Middle West. The train will carry 125 passengers and exhibits of agricultural, manufacturing and mining products of the state, under the direction of the Associated Industries of Kentucky. The purposes of the tour are outlined by the association as follows:

"To afford opportunity to all cities and communities in Kentucky to make direct presentation of their industrial, commercial, mineral and agricultural advantages to citizens of the territory visited.

"To enable industrial groups to advertise themselves or offer their products to the public.

"To give individual industries and enterprises opportunity for display of products and personal representation in a prosperous and thickly populated section of the United States.

"To awaken citizens of Kentucky themselves to the volume of their state's resources and the variety of its attractions by concentrating and displaying products of factory, farm, forest and mine in a manner calculated to arouse the attention of a nation."

The schedule calls for the departure of the train of five Pullmans and four exhibit cars from Louisville on October 10, to continue for 13 days and cover 2200 miles, visiting Chicago, Kenosha, Racine, Milwaukee, Beloit, Rockford, South Bend, Kalamazoo, Grand Rapids, Lansing, Detroit, Toledo, Cleveland, Erie, Buffalo, Rochester and Pittsburgh. Stops will vary from a few hours to a day, and the "Kentucky, Land of Opportunity, Special" will open its exhibit cars to the public in convenient parking locations in the cities visited.

BRING THESE CONVENTIONS SOUTH.

THE National Association of Manufacturers, representing the vast manufacturing interests of America, will hold its annual meeting in New York on October 5, 6 and 7. Many of the members of that organization have heretofore expressed the thought that they would like to see the next annual meeting held in some central city of the South.

We repeat the suggestion which was made months ago in this paper, that an earnest effort be made to secure the next meeting for some leading Southern city. If the hundreds of manufacturers who attend these meetings could be induced to hold a convention in the South, as was done 20 years or more ago, when a very successful meeting was held in Atlanta, an immense amount of good would necessarily follow. No time is to be lost in pressing this upon the attention of the officers and directors of the association.

The American Bankers Association will hold its annual meeting in Los Angeles, Cal., on October 4, 5, 6 and 7. An earnest effort should also be made to induce that great organization to hold its next meeting at some point in the South. What city will make an active move toward bringing this about?

MUST GUARD AGAINST GROWING DANGER OF TOO HEAVY IMPORTATIONS.

THE International Cement Corporation in a letter to the MANUFACTURERS RECORD, referring to the articles by Edwin C. Eckel, entitled "European Wages and American Industries," writes as follows:

"We feel that the data given by Mr. Eckel in this series is highly informative and will do a great deal of good by revealing the true conditions of foreign competition in heavier products such as cement, coal and iron products, glass, pottery, etc. These articles emphasize the fact that the present alarming increase in imports of these products is not due to a temporary condition of depreciated European currency, but that the keenest of competition from foreign markets is to be expected for an indefinite period of time. Therefore, it behooves everyone concerned to take immediate steps to guard against this growing danger.

"Such publicity as your magazine has given to the subject is, in our opinion, very commendable and of great value in combating the evil. It is a repetition of this and like publicity that will in the end serve to bring the American public and American industries to the realization of the necessity of patronizing American-made products if the proper economic balance and present standard of living is to be maintained in this country."

THE GOLDEN RULE.

WILLIS L. KING, vice-president, Jones and Laughlin Steel Corporation, Pittsburgh, in a letter referring to the editorial in this paper congratulating him on the fifty-seventh anniversary of his connection with that company, writes:

"Looking back over the years of my long business life, I wonder why the 'Golden Rule' principle in business was of such slow growth, and feel that my efforts to bring it about fell far short of what they should have been. I am thankful, however, that I have been permitted to see in the steel industry, and many others, such a large measure of good-will and consideration for the well-being of all men, whether competitors, workmen or the public, and have faith that this principle will not perish but grow with the years until its benign purpose is fully accomplished."

An Appeal to the Soul of America.

THE CONGREGATIONALIST of Boston, one of the leading religious papers of the country, in a ringing editorial contrasting the poverty of Europe with the abounding prosperity of the United States, closes with this statement:

"We little realize the tremendous danger in our new position of world power. Looking back over history, how many powerful nations can you find that have utilized their power wisely? For one nation that enriched the world by its resources there are ten that fell into decadence. These are critical years for American civilization and for the churches that strive to guide and shape our destiny."

Heretofore the MANUFACTURERS RECORD has sought to awaken a nation-wide interest in cancelling the debts of the Allies on the ground of maintaining the integrity of this country, since we believe that viewed from a moral standpoint we owe more to the Allies than they owe to us. But let us consider it now from a different standpoint, namely, a standpoint of doing unto others as we would that they should do unto us, and of rendering a service of immeasurable value to the whole work, lifting high the banner of Him who spake as never man spake to light the world into that higher realm of life in which the Christian is supposed to dwell.

There is a tremendous danger to ourselves and to the world in the situation in which we now find ourselves. Turn to the eighth chapter of Deuteronomy and read the description of the Promised Land—and to the world America is a Promised Land, more abundantly blessed with all natural resources than Palestine even in the glowing picture of its attractions as set forth in that chapter. But continue to read and it will be found that the Almighty warned his chosen people of old that "when they had eaten and were full, when they had built goodly houses, when their herds and their flocks had multiplied and their silver and their gold had multiplied, that if their heart was lifted up with pride, and they forgot the Lord their God, and should say in their heart, 'My power and the might of mine hand hath gotten me this wealth,'" instead of remembering that it is God that gives power to get wealth, and forget to serve God, they should surely perish "as the nations which the Lord destroyeth before your face, so shall ye perish."

If the Almighty spared not his chosen people of old when they forgot to remember that their wealth and their goodly land had come from His bounteous hand, and forgot to give Him credit for all their blessings, using this wealth for their own selfish ends, and said they would surely perish, why should the people of America believe that they can violate the command of the Almighty and follow the example of the Israelites of old and not be punished by the destruction of their country?

Our nation is too young to be considered as one of the permanent governments of the world. Other civilizations, apparently as strong in their day as ours, some apparently stronger in comparison with the proportion of population and wealth in the world, have gone down in utter ruin. Nation after nation has perished. Vainglorious as to his own country, and the Almighty's dealings with it, must be the man who, realizing the marvelous resources and wealth of this country, does not at the same time realize that these blessings will prove a curse if they are not used for the betterment of humanity. We are but trustees of these resources; trustees to use our natural advantages, our geographical location and our almost boundless wealth for the

upbuilding of civilization and for lifting high the Cross of Him whom we as individuals profess to serve. We claim that as a country we are moved and controlled by Christianity. We claim that it is our ambition to be a worthy helper of the downtrodden of the world and of the nations of the earth.

In the case of the Boxer uprising in China, by returning a large part of the indemnity which had been justly awarded to us, we demonstrated that the men responsible for that action were moved by the spirit of Christ and did render a service to China which has been of immeasurable value to that country and our friendly relations with it.

As we look out over this country and see our vast wealth, in contrast with the poverty of Europe, we are almost staggered with the sense of our national responsibility. Individuals are in many cases, of course, poor, and so long as the world stands we shall probably have many cases of poverty among us, but, broadly speaking, this nation is prosperous beyond anything which anybody in the world had ever before conceived as possible. With six per cent of the world's population, we are producing largely more than one-half of the world's output of the great industries upon which civilization rests. We own about 82 per cent of all the automobiles in the world; we own nearly all the radios in the world; we have more telephones than the rest of the world. Our wealth is growing with amazing rapidity and apparently there is no limit, humanly speaking, to the advancement which is before us. Even now the annual increase in our wealth far exceeds the total amount we loaned the Allies.

Turn from this abounding prosperity and gaze upon the pall of poverty which covers Europe. In England millions of people are unemployed and many English industries are suffering depression, with no signs of improvement whatever. Millions of people out of work! Stagnation here, there and everywhere. On the Continent less unemployment, compared with that in England, but equal poverty, with wages of workmen in the iron and steel and cement and kindred industries of from 60 cents to \$1 a day, averaging probably less than 80 cents per day, as compared with from five to ten times that amount paid to American working people. Under these starvation wages the physical, mental and spiritual life of a large proportion of the European people will inevitably deteriorate. Desperate poverty, lack of food, lack of education and the lack of the things which enable a man to keep his family in comfort intensify the bitterness of spirit, and all of these conditions prevail throughout Europe. Moreover, millions of the very flower of European civilization are dead, and millions more are invalided for life. The young men who today, except for the war, would be the growing dominant leaders in material upbuilding sleep in their graves on the battlefields of France and Belgium and Italy and other countries, while millions more are such sufferers from the horrors of war that to many of them death would be welcome. No words in the English language can adequately portray the really desperate poverty, the blackness of the helplessness which engulfs much of Europe.

With this abounding wealth of America, in contrast with the awful pall of woe and poverty resting upon Europe, we hold out a bludgeon to the Allies and say, "Pay me that which thou owest me." And one by one we have said to them, "Unless you do pay, American financiers shall be discouraged from helping you financially." Are we willing to stand before all history and before the Almighty under such circumstances and demand that these debts of the Allies shall be paid to this country? On the other hand, are we

not willing to set an example of readiness and eagerness to say to the Allies, "We will gladly wipe out every dollar of your indebtedness to the American Government." Then perhaps this nation would have some reason to justify boasting; but until that be done we should rather hang our heads in shame and mourn that the American people have been placed in a position of demanding the payment of these debts regardless of the inability of the debtors to pay and regardless of the fact that unborn children of today will through the next 62 years be straining every nerve through taxation to pay the debts to America unless these debts are cancelled.

Is not this situation one of such serious import that entirely without regard to its economic aspect it should be given the most earnest consideration on the part of the American people? Shall not every Christian in America thank God for the privilege of rendering a service to the Allies, and by cancelling their debts make them realize that America at least is dominated by that spirit which says, "It is more blessed to give than to receive?" Let us give, and give with an open hand. Let us hand back to the Allies every evidence of their indebtedness and rejoice with them in the privilege thus accorded to the United States of standing before the world expressing willingness to help the cause of humanity.

And then Europe's prosperity will so increase our prosperity that in cancelling these debts we will enrich ourselves far beyond the amount wiped out.

The Baltimore Sun, in an editorial discussing the statements by former Secretary of War Newton D. Baker in favor of the cancellation of the war debts, presents the matter in a very interesting way well worthy of consideration on the part of all the people. The Sun writes:

"Everybody knows that among the men in this country most competent to form judgments on the war debts problem, there are hundreds who agree exactly with Mr. Baker. Among them are some of the leading economists and some of the foremost business men of the nation. More than that, everybody knows that among many of the men who shape and guide the policies of the Administration there is no confidence that the debt settlements that have been made will be carried out. Indeed, it is a commonplace that among men informed of the problems involved in the debts, scarcely any has the faintest doubt that revision adverse to us will be necessary—and perhaps within a very few years and perhaps in a very large measure.

"Such being the facts, why on earth should not Mr. Baker, if he believes in cancellation, say what he thinks openly and directly? There is, in truth, every reason why he should. What is needed above all else in the treatment of this debt problem is courageous discussion. Never before had the world to deal with such questions as the Inter-Allied debts and the German reparations. It has no experience and precedents of sufficient dimensions to form any kind of guide. It must find a new path. And in seeking that new path there is infinitely more of health than of danger in the thought and in the exchange of thought that are provoked by candid speech from all sides.

"Why should this country, in handling a matter that may vitally concern our children, our grandchildren and even our great-grandchildren, put a brake on its brain and a stopper on its tongue?"

A HIGH TRIBUTE TO MISSISSIPPI.

DR. HENRY M. PAYNE, consulting engineer of the American Mining Congress, in the course of a personal letter to the MANUFACTURERS RECORD, says:

"I am forced to the conclusion from my own experience that Mississippi today is going ahead faster than any other of the Southern states. Her advances are so varied in agriculture, schools, roads and churches, brick and cement structures, and in industry in general—railroad service, telephone extension, by-product utilization, malaria prevention, etc. Certainly no other state is meeting my work or co-operating with me in industrial development in any measure comparable to what Mississippi is doing."

"A FOOLISH CONSISTENCY IS THE HOBGOBLIN OF LITTLE MINDS"—Emerson.

IN 1923 the MANUFACTURERS RECORD published an editorial in opposition to the cancellation of the debts of the Allies. At that time all the light that was available on the subject seemed to have justified our taking that position, but within the last three years the whole world situation is greatly changed; and recognizing the statement made by Emerson as pre-eminently true, that "a foolish consistency is the hobgoblin of little minds," this paper has been for a year or more earnestly expressing its views in favor of debt cancellation.

It has taken this position primarily because it believes that the service rendered by the Allies to the United States in fighting our battle for more than 12 months after we were engaged in the war, and yet were unable to put a single soldier on the battlefield, far surpassed in value to us all of the money that we advanced to the Allies for the purchase in this country at exorbitant prices of the things needed to sustain their soldiers and carry on the war.

A Florida reader of the MANUFACTURERS RECORD, whether from hatred to this paper or hatred to its position on war debts, has recently copied one of the editorials on the subject in 1923 and is apparently distributing it to other newspapers. That does not in the slightest degree disturb the MANUFACTURERS RECORD. If no man ever changed his mind on great moral or economic questions, he would show either that he never grows, or else that his mind was so little that an unwise consistency was such a hobgoblin to him that he dare not express an opinion other than that which he had formerly held.

Believing that the situation of the world, as developed during the last two or three years, demands the cancelling of these debts, or as suggested by Newton D. Baker, the cancelling of all international war debts by the Allies and the United States would render a service of immeasurable value to all civilization both from the moral and economic standpoint, the MANUFACTURERS RECORD is standing on this ground and publishing this view, and rejoices that so many men and women throughout the whole country are expressing their hearty, enthusiastic support of the position which we have taken.

Very much along this line of discussion is an editorial in the New York Times of August 31, which, in discussing the letter of Newton D. Baker, among other things, said:

"Ex-Secretary Newton D. Baker's statement about the war debts is important in itself, but perhaps is still more important as a sign of the way in which men's minds are turning. It is one more indication of the slowly growing conviction in this country that the whole question will have to be taken hold of anew before long and settled in the light of increasing knowledge of both causes and consequences. * * * With an impatience unusual in a lawyer, he brushes aside the technical and legal arguments in favor of holding the war debts to be a binding obligation that ought to be discharged in full. Even if we all thought so seven or eight years ago, why should we think so now, he asks, on the basis of the facts as they exist today?"

"But nothing like this can be done without the consent of Congress. That is the reason why the business argument, which Mr. Baker outlines so clearly, should be driven home at every opportunity. It has long been obvious to those who have studied this big problem with a sense of reality, that not until the people and Congress perceive that it is not to their benefit to demand the payment of interest on so huge a scale from the European nations in our debt could a better and sounder policy be framed or put into execution."

The whole editorial in the Times is extremely interesting and worthy of republication. We give it as follows:

"Ex-Secretary Newton D. Baker's statement about the war debts is important in itself, but perhaps is still more impor-

tant as a sign of the way in which men's minds are turning. It is one more indication of the slowly growing conviction in this country that the whole question will have to be taken hold of anew before long and settled in the light of increasing knowledge of both causes and consequences. Mr. Baker, with his strong oratorical bent, puts a good deal of rhetoric into what he writes. He is plainly indignant at our lapse from the high idealism which we professed in 1917. To him the air of superiority with which we folded our robes about us and drew away from Europe, after the war, appears ignoble. He waxes eloquent about the succession of our moral failures in our post-war attitude toward the Allies. With an impatience unusual in a lawyer, he brushes aside the technical and legal arguments in favor of holding the war debts to be a binding obligation that ought to be discharged in full. Even if we all thought so seven or eight years ago, why should we think so now, he asks, on the basis of the facts as they exist today?

"The telling part of what Mr. Baker says is in the business point of view which he emphasizes. He believes our course in exacting from our foreign debtors all that they are able to pay is ungenerous and, in a larger sense, immoral, but he is sure that it is dead against our own interests. It may be good law, but it is bad business. This is unquestionably the most powerful appeal that can be made for the ultimate readjustment of the war debts. Americans may be slow to admit that they have been in the wrong, but they are quick to perceive when they are losing money. And Mr. Baker does well to insist upon the certainty that we shall not only incur dislikes, if we keep on as we have been going, but also are bound to see our foreign trade hampered and our commercial supremacy endangered. It is the same thought which Secretary Mellon expressed to the Senate committee when he said that 'a prosperous Europe would be worth far more in dollars and cents to the United States than any possible returns from the debts.' When Americans wake up to this truth and understand that it is against their own larger and longer interest to demand that foreign countries pay large sums into our Treasury for more than 60 years, they will be ready to talk revision or refunding.

"It is essential to keep such considerations to the fore, because only after Congress has been persuaded to alter its policy respecting the debts can we look for any substantial recasting of the present plans. Ex-Secretary Baker is stronger in diagnosis than in prescribing a remedy. He proposes that representatives of the United States meet around a table with those of our foreign debtors to agree upon comprehensive plans for 'a reconstructed international order,' with such things as money and loans and war debts and left-over animosities between nations pushed far into the background. Yes, but nothing like this can be done without the consent of Congress. That is the reason why the business argument, which Mr. Baker outlines so clearly, should be driven home at every opportunity. It has all along been obvious to those who have studied this big problem with a sense of reality that not until the people and Congress perceive that it is not to their benefit to demand the payment of interest on so huge a scale from the European nations in our debt could a better and sounder policy be framed or put into execution.

"That time may come sooner than many think. It will be speeded by such frank statements of the true problem as that which has just been made by Ex-Secretary Baker and by the discussion certain to grow out of it."

WHY THEY MARCHED.

As a protest against the Washington debt settlement, 12,000 French war veterans, led by the blind and maimed, paraded in Paris past the George Washington Monument, which had just been decorated with wreaths.—*Daytona News*.

The MANUFACTURERS RECORD has learned from official sources that the French Government did its best to prevent the march of these maimed soldiers in an effort to avoid the use of such means of creating sympathy in America for the wounded soldiers of the World War. But these maimed men, as determined as they were at Verdun, informed the Government that the only way in which the march could be stopped would be by the use of bullets, and the Government, finding that this was absolutely true, was compelled to permit the march without obstruction or else fire upon these maimed men.

A BANK FOR STATE DEVELOPMENT.

THE American Southern Trust Company of Little Rock, Ark., believes that through constructive publicity designed to stimulate the development of all the resources of Arkansas it will inevitably make of itself a greater bank. Acting on this sound conviction, it is now carrying on a campaign of publicity for all of the state's resources. Some months ago it ran a series of advertisements on the theme "Have Faith in Arkansas." Each of these advertisements was headed:

"Another Reason Why We Say:

"HAVE FAITH IN ARKANSAS"

and each of them was a concise statement of the resources and the present development of the state in some particular line. Some of the subjects covered in this manner were:

Annual Manufacturing Output—\$200,000,000.
Five Kinds of Fuel Power: Coal, Oil, Wood, Gas and Water Power.
Increased Number of Telephones.
Mineral Products Increase 700% in Value—1919-1924.
Increased Insurance Sales.
Phenomenal Increase in Bank Deposits.
Untouched Resources of Native White Labor and Variety of Manufactured Products.

The general tenor of the series is illustrated by the one on fuel.

"Coal—In five counties of this state—Sebastian, Crawford, Franklin, Johnson and Pope—lie valuable deposits of coal, including the high-grade smokeless variety used by the United States Navy—total deposits estimated at 2,000,000,000 tons, lasting, at present rate of consumption, at least 1000 years.

"Oil—Fourth among all states in the production of oil in 1925, Arkansas' wells have been for the past several years turning out millions of barrels of petroleum monthly.

"Wood—Arkansas' standing forest resources give her second place in the supply of available timber among all states in the South. Her present reserves are estimated at between 40 and 50 billion board feet, of many varieties, useful for all lumber purposes.

"Gas—Six active gas fields, in the northern and southern sections of the state, produce immense quantities of natural gas, now being utilized for many kinds of industrial operations.

"Water-Power—Four dams for the production of hydroelectric power in Arkansas now generate a maximum capacity of about 12,000 horsepower, amounting to 21,000,000 kilowatt hours per year. This state's immense possibilities in this direction are indicated by the report of the Department of Interior, which estimates a total water-power capacity in Arkansas of 125,000 horsepower available 90 per cent of the time and a total of 178,000 horsepower available at least half the time, when water-flow conditions are favorable."

Some of the statements in the series seem designed especially for executives of other states who are looking for locations; some seem particularly well calculated to arouse the people of Arkansas to their own opportunities. As illustrating the latter, take the following from "Variety of Manufactured Products":

"Industries create business values. A recent survey shows that each Arkansas industrial individual worker produced 35 per cent more wealth than the average entire family on the farm."

It is not possible for any business man, in or out of Arkansas, to read these advertisements without being deeply impressed with the great latent possibilities of the state.

This is the sort of advertising a bank should do. It is the sort that will bring rich rewards to all the banks and all the other business houses of the state. Arkansas is fortunate in having an institution headed by the broad visioned, courageous executives who can gaze into the dim, distant future and see the rewards of such publicity; and, seeing it, venture cold, immediate cash for a benefit so impossible of measurement and so widely diffused.

AMBITIOUS CUBA: AMERICAN CITIES TAKE NOTE.

THE Republic of Cuba has set out upon what is probably the grandest wholesale program of all-around national improvement, if measured on a per capita basis, ever yet attempted. With a population of about 3,500,000 people, only 68 per cent of whom are white, it has voted by a large majority for a bond issue of \$385,000,000, or about \$110 for every man, woman and child on the island, to be spent for schools, hospitals, roads, sewers and sidewalk pavements and other improvements throughout the island.

Some further objectives listed by Martin Green, writing in the New York Evening World for August 20, are:

"To make Havana the most beautiful city on this continent.

"To link all parts of the Republic—which is the size of the state of Pennsylvania—by a system of automobile roads.

"To establish school centers throughout the island that shall be accessible to every child.

"To encourage cleanliness and athletic sports under Federal supervision.

"To expand the already efficient University of Havana, with an enrollment of 5000 students, until it ranks with the leading universities of the United States."

In order to raise the funds for this large expenditure a tax schedule has been worked out that, in the words of the Evening World writer, "taps about every imaginable source of revenue" and "appears to bear most heavily upon those best able to pay."

The special fund taxation, which went into effect at the

of property from allowing it to fall into disuse for the purpose of avoiding taxation.

"(S) An assessment by the National Government on municipalities of 50 per cent on the excess of taxes collected by such municipalities by reason of the additional taxation returns accruing from the scheduled increases outlined above to be applied to the public works.

"The Government and the people have embarked on this great project with enthusiasm and vigor. Admirable precautions have been taken to prevent graft. It is realized that the success of the adventure depends entirely upon honesty in the imposition and collection of the special taxes and disbursements of the funds."

Cuba is a wealthy country, its per capita wealth being said to have passed that of all others except the United States. Its wealth is largely concentrated into few hands, however, and a very large proportion of the population lives in poverty, squalor and a degree of ignorance little known in this country. The enormous tax levies apparently will fall largely upon a small portion of the population best able to bear them. The establishment on a wholesale scale of schools, roads, sewers and all the rest of it should work a great revolution in the living standards and the business and social life of the island.

In response to a letter from the MANUFACTURERS RECORD asking for particulars concerning the public-works improvement program of the Republic of Cuba, M. A. Corrales, chief engineer of the Department of Public Works at Havana, writes:

"I have delayed answering your letter till I could give you definite official information in regard to the Cuban Government public-works program, which is the following:

Fiscal year	Amount	Roads, 45 per cent	City improve- ments 20 per cent	Water-works, sewers, paving, 10 per cent	School- houses, 5 per cent
1925-1926	\$10,000,000	\$4,500,000	\$2,000,000	\$1,000,000	\$500,000
1926-1927	16,000,000	7,200,000	3,200,000	1,600,000	800,000
1927-1928	16,000,000	7,200,000	3,200,000	1,600,000	800,000
1928-1929	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1929-1930	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1930-1931	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1931-1932	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1932-1933	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1933-1934	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1934-1935	18,000,000	8,100,000	3,600,000	1,800,000	900,000
1935-1936	18,000,000	8,100,000	3,600,000	1,800,000	900,000
Totals	\$168,000,000	\$75,600,000	\$33,600,000	\$16,800,000	\$8,400,000

beginning of the current fiscal year—July 15—is given by the World:

"(1) Tax on land transportation. This is a tax on all forms of vehicles from pushcarts to automobiles and motor-trucks, graduated according to the nature of the vehicle. It will be collected by the municipalities and provinces and half of it will be used by or for them, the balance going to the Federal Government.

"(2) Tax on gasoline. A tax of 10 cents a gallon on gasoline used for motor transportation will take the place of the old import duty on gasoline and crude oil. It is provided that if this proves oppressive after a year's trial the President may repeal it and substitute an import tax.

"(3) A supertax of one-half of 1 per cent on all sales. This is in addition to the already existing tax of 1 per cent on sales. It is subject to revision by the President after trial for one year.

"(4) An annual credit of \$5,000,000, beginning with the current fiscal year, to be included in the national budget.

"(5) A surcharge of 10 per cent on present import duties on all articles of luxury and of 3 per cent on present import duties on all other articles not of prime necessity. The schedule prepared for and approved by the President excludes from the surcharge only commodities and materials used by the very poor.

"(6) Tax of one-fourth of 1 per cent on money or its equivalent withdrawn from national territory to foreign countries. The provisions of this tax are widespread and drastic. For instance, a resident of Cuba going abroad is taxed one-fourth of 1 per cent on all money he takes along in excess of \$50.

"(7) Tax of 2 per cent on the rental or proceeds of real property or of property rights or mortgages. In cases where property deemed productive of income is not rented or does not produce income, the Government has the right to fix the income it would produce if profitably employed and duly collect the tax. This latter provision is to prevent the owners

"On September 20 bids for the construction of the Central Highway will be opened; this work amounts to \$60,000,000. Bids for Havana city pavements totaling \$700,000 will be advertised within 30 days."

A FIGHT AGAINST BRANCH BANKING.

IN view of the fighting that is now in progress in this country between those who favor branch banks and those who believe that branch banks if generally established will mean the ultimate downfall of American prosperity, it is interesting to note a dispatch from London which says the five big banks of that city are extending their branches throughout the country so rapidly "that for every church erected in a year it is estimated that 100 banks are built. Since the war these five banks have entered into competition in every town in the country and have spent millions of pounds on the campaign. Each of the banks has opened on an average one new branch each week during the past 12 months."

These great banking houses, which completely dominate the finances of Great Britain, and often to the disadvantage of the people of that country, are merely typical of what we would see in this country if unlimited branch banking should be allowed.

An organization is now being formed to carry on a vigorous fight against branch banking. We wish it every possible success.

PUBLICITY THAT SHOULD PAY DIVIDENDS.

THE Virginia State Chamber of Commerce is engaged in some publicity work of a highly constructive sort. Apparently the various advantages of the state's ports are being surveyed and published throughout the state, if the single instance reported in the *Virginian Pilot* for August 27 is an example. According to the *Virginian Pilot*, a committee on apple exporters was appointed by the Virginia State Chamber of Commerce to investigate and compare the facilities for apple exporting of the ports of New York and Hampton Roads. Assuming that the studies and the comparisons were made with thoroughness and fidelity, the results should be of considerable value to apple growers of Virginia and the Virginia port as well.

As reported by the *Virginian Pilot*, the findings include the following nine points:

"First—That railroad rates are much more favorable to the shipper of Virginia-grown apples who uses Hampton Roads ports than the Virginia apple shipper using the port of New York.

"Second—That steamship schedules investigated by this committee show at least two sailings each week for the principal ports in Europe and England.

"Third—That in speed and capacity these freighters compare favorably with vessels in the apple trade out of New York.

"Fourth—That direct loading from cars into ships has been developed in Virginia ports until the utmost in speed, care and economical handling of the export apple cargo has been accomplished without the lighterage and other extraordinary expenses attached to loading in the port of New York.

"Fifth—That while cold-storage space today available at the ports is limited, it is sufficient to meet present and some increased requirements, and so soon as the movement of apples to the port shows justification for expansion, the present facilities will be enlarged to take care of the additional business.

"Sixth—That adequate United States inspection, exactly similar to that available in New York, is available today at Hampton Roads ports.

"Seventh—That Hampton Roads communities will co-operate in every way within reason in order to assure the shipment of the bulk of the Virginia crop through Hampton Roads.

"Eighth—That storage-in-transit rates will be established by the railroads serving the port as soon as possible, as requested by the apple growers of the committee making this report.

"Ninth—That Hampton Roads banks will give the same service to shippers that is given in New York.

"Further, the report gives tables of comparative freight rates between Hampton Roads ports and New York and detailed information based on reports made to the committee by private business concerns. Time in transit on shipments is shown and the rates on carload shipments to New York, Providence and Boston on shipments meant for export through Hampton Roads but diverted at the port to other points is given in a table in the bulletin.

"The report when made was approved by the state port authority of Virginia, which is working in the closest harmony with the Virginia State Chamber of Commerce."

The idea underlying this comparison has been applied innumerable times in unnumbered towns and cities. When well carried out it simplifies industry, saves money on freight and on other items, causes traffic to flow in the natural and the most economical channels and, in a word, lowers the ultimate cost to the consumer.

AN OPPORTUNITY TO STUDY THE DAIRY INDUSTRY IN EUROPE.

ENTICING opportunity for present and possible dairymen, and most particularly of the South, to combine study of that industry with a holiday outing is offered in a "Guernsey pilgrimage," planned for next year by the American Guernsey Cattle Club as the main feature of its fiftieth anniversary observance. Inspection of the leading livestock centers of Europe will add still further interest to the trip.

As planned by the managers, the party will sail from New York on May 14, 1927, on a specially chartered steamship, and the size of the party is expected to cut the individual expenses to a minimum. The group will end the tour at the famous Whitsuntide show on the Island of Guernsey on June 5. Persons who may desire to make this trip should notify the secretary of the American Guernsey Cattle Club, Peterboro, N. H.

In the tremendous and continuing industrial development of the South no industry proportionately has held a more substantial place than dairying. And this industry is being the more substantially developed in that the dairymen of the South, and farmers who plan to enter the field, are advancing it in an intelligent manner. Scrub cattle and poor milk breeds of cows are being disposed of through sales in many sections and replaced by good dairy cattle. And, we are informed, the banks of the South are encouraging this development by all the aid they legitimately can render. Thus, reports come in of ever-increasing stacks of "cream checks"—a new and dependable cash income for the dairyman, increasing the business of the merchants and the deposits in the banks and contributing materially to the great advancement of the South in every way.

The trip to Guernsey undoubtedly will be of great interest and value to those who join the party. For many decades the Channel Islands breeds—the Guernseys and Jerseys—have been favorites in the United States, and have justified, say experts, by their product the faith which dairymen have reposed in them. Originally, the parent stock came largely from Normandy, and the breeds were known long in this country as Alderney cattle. The Guernseys are somewhat larger than the Jerseys, and stronger boned, while their light color, with yellow predominating, and often with large patches of white on the body and legs, has led their admirers to call them the "fawn and white cow."

Guernsey cows are said to give a liberal milk yield, and the milk is very rich in fat, running to 4.68 per cent, and being especially well suited to butter production. In the United States they are especially favored in New England, New York, Pennsylvania, New Jersey and Wisconsin, and this popularity is understood to be spreading to the South.

For Southern dairymen, present or prospective, the trip abroad, as announced by the American Guernsey Cattle Club, may be considered somewhat in the nature of investment—an educational investment from which large returns may be expected in a steady income of actual cash.

WHEN WE SOWED THE SEEDS OF EVIL.

HON. NEWTON D. BAKER, Secretary of War under President Wilson, in a letter to the *MANUFACTURERS RECORD* referring to an article by the editor of this paper for the *Biblical Recorder*, entitled "In Claiming Altruism in the War We Sowed the Seeds Now Fructifying in Europe's Dislike of America," and republished in the *MANUFACTURERS RECORD* of August 19, writes:

"Your letter to the editor of the *Biblical Recorder* states the case with admirable clearness. I am afraid that my article in *Trade Winds* adds nothing to it beyond a concurrence of your views."

TWO OPPOSITE VIEWS.

MARK W. POTTER, receiver of the Chicago, Milwaukee and St. Paul Railroad, in a letter to this paper, says: "I rarely miss the MANUFACTURERS RECORD's articles. I think I find them the best thought of the day on all important questions."

Another view of the MANUFACTURERS RECORD is expressed by Don A. Carpenter, El Paso, Texas, who explains his reasons for discontinuing his subscription to the MANUFACTURERS RECORD as follows:

"The MANUFACTURERS RECORD is undoubtedly in many ways a valuable publication. The reason I cancelled my subscription is because of the fact that I became thoroughly disgusted with the continual exhibition of the colossal egotism of its editor."

The editor of the MANUFACTURERS RECORD has many faults and failings. No one else realizes that fact as fully as he does. But egotism is not of his faults or his failings. He is probably more lacking in egotism than Mr. Carpenter himself, for he has a very profound sense of his responsibility, and that intensifies his lack of egotism. Perhaps Mr. Carpenter charged the editor with "colossal egotism" because he presumed to send a cable to Mr. Clemenceau in commendation of his letter to President Coolidge. Several other correspondents have taken a somewhat similar view and have viciously criticised the editor of this paper for voicing what he believes to be true, but which they deny. Moreover, some of them say that the writer must have been bereft of all sense, or be a lunatic, to have expressed to Clemenceau the views given in the cable to him.

Perhaps in the light of the statement by Newton D. Baker published in full in the MANUFACTURERS RECORD last week and in all the daily papers of the country, some of these people will begin to feel that the editor of the MANUFACTURERS RECORD was justified in the position he has taken, and especially in the light of the hearty commendation which this stand has received from many of the foremost people of the country, including Mr. Baker.

However, we give to our readers the two views expressed by subscribers, one Mark W. Potter, one of the great business leaders of America, and one by Don A. Carpenter, a business man of El Paso, Texas.

THE KIND OF CO-OPERATION NEEDED IN EVERY COMMUNITY.

JOSEPH STRAUSS, a real estate operator of Bristol, Va.-Tenn., in renewing his subscription to the MANUFACTURERS RECORD, writes:

"I do not see how any real, live business man could do without your magazine. I have seen several of your advertisements about different localities which didn't seem possible, but after visiting these places I would find out that all that you said was true."

In his letter Mr. Strauss enclosed a clipping from the Bristol paper, giving an account of a meeting of the Chamber of Commerce of that city, in the course of which the secretary, referring to the co-operation he had always received from Mr. Strauss, said that "during the past six years he had never called upon Mr. Strauss to do anything that he had not responded to readily, 'Yes, if it is for the good of Bristol,' and the secretary added that "a great deal more could be accomplished if there were more enthusiastic workers for the good of the city like Mr. Strauss."

Men who can be depended upon by a chamber of commerce always to be ready to co-operate with the work of such an organization in everything that looks to the progress of the city are the kind of men that advance the community, make life worth living to the officials of these organizations and help to build up their communities. Would that in every

community in the South there were many men who could always be depended upon to co-operate in any work whatsoever which is for the good of the section and city in which they live.

PIOUS CRIMINALS RIGHTLY FLAYED.

DONALD F. WALKER, secretary-manager of the Chamber of Commerce, Monroe, La., in a letter to the MANUFACTURERS RECORD in respect to disregard of laws, even by those who profess to be patriotic citizens, writes as follows:

"As you know, I have been more or less a student of the various articles which you have published from time to time, but never before have I been so impressed with any article you have printed as I have been in the 'Pious Criminals,' April 29. The sad fact is that we have no respect for law as such in the United States.

"Many years ago, before the Civil War, a great Southern leader crossed swords with another great Southern leader on the issue, Nullification. At that time the position was taken that the state had a right to nullify, with its boundary, any Federal law which did not meet that state's approval. Thanks to the courage of Andrew Jackson, state nullification was stamped out as an issue. Today we have a worse condition in a revival of nullification in terms of the individual citizens. The man or woman says, 'I approve this law; I am going to observe it and I am going to see that others observe it'; and yet within a few hours we hear them say, 'That is a most ridiculous law; it does not deserve the attention of an intelligent citizen for a moment.'

"In the face of this utter disregard of law as such all other issues fade into insignificance. It is the root of all of our evil in this country today. It starts in the home with the child and ends in the grave with an often expressed disregard for the law covering deaths, cause of deaths and burial regulations. It goes hand in hand with intolerance and many of our worst law violators are most intolerant of their fellow citizens on various points in which they are interested.

"The writer is no Anglomaniac, but he suggests that we bring more and more forcibly to the attention of the American public the profound respect for law as such as found in Great Britain.

"It is true that we have too many laws and that every citizen daily violates some statute or ordinance out of honest ignorance. That is bad enough, but in every instance which was cited in your article of April 29 the party knew he was violating the law and it made no difference to him. May I suggest that you make this subject the leading theme for your publication until some relief is secured from this exceedingly grave situation?"

Obedience to law is a test of a nation's right to live. The nation whose people will not obey the laws of the land, or the nation which is too weak to enforce obedience to its laws, is doomed to destruction. This disobedience to law is of long standing. Even Lincoln in his day, in pleading for obedience to law, stated that this country could never be destroyed by invading armies, but it was quite possible that it could commit suicide by too great disregard of laws. That spirit has been growing ever since with cumulative power. Men professing to be good citizens, even many who claim to be pious citizens, with utter disregard of the influence of their actions on others or on the future of the country, are constantly disobeying laws. They are doing it not through ignorance, but through an utter disregard of the supreme importance of individual and national safety of obeying the laws of the land.

Mr. Walker has not stated the case any too strongly. The men who are quoted in the editorial entitled "Pious Criminals," and we have known of many similar cases, did not disobey the laws in ignorance. They knew exactly what they were doing and they violated the law because the policemen were not in sight and, therefore, they thought they could disregard the laws, caring not what effect their action would have upon others, and especially upon the rising generation.

European Wages and American Industries.

By EDWIN C. ECKEL.

Number 4.

At intervals, in the course of the three preceding articles of this series, summary statements have been made on important points, without full discussion or presentation of supporting data, this course having been followed in order that our discussion of coal supplies, iron ores and wages should not be interrupted or led off into by-paths however interesting. Yet some of the matters so passed over, as well as some others not even mentioned, bear very directly upon our main problem, which is, as some of us see it, the extent to which we are likely to suffer from competition with west European industries operating under a lower living scale than that to which we are accustomed in America.

In the present section, therefore, we will turn to some of these matters which do so bear upon our problem and try to get some idea of the manner in which they are likely to affect European industrial progress, whose raw material and wage situation have already been stated in sufficient detail. It will be found, I think, that these subsidiary factors strengthen, rather than weaken, the conclusion reached on the basis of the material and labor factors, i. e., that we are very likely indeed to suffer from bitter west European competition at home as well as in our normal overseas markets and in many lines of industry.

The Pre-War Wealth of France.

We will commence at a point which at first sight is very far removed from our main subject, yet which on examination will be found to bear very seriously upon it. Reference is made to the extent and distribution of wealth in France and to the far more important—though commonly overlooked—question as to the rate at which wealth increases in that region under normal conditions. It will be seen that these matters are closely related to wage conditions

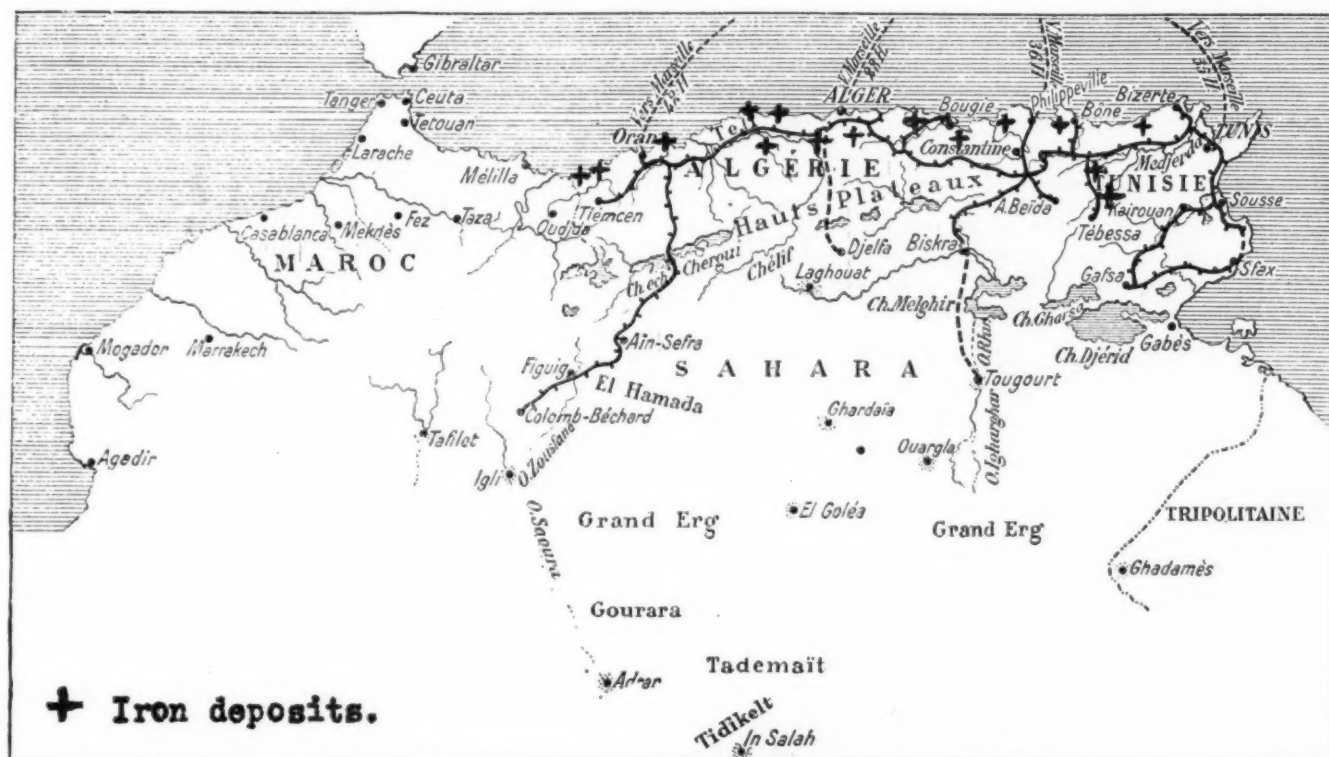
and manufacturing profits, as well as to possible Government action with regard to taxation.

Before the war every American visitor to France was struck, if he thought on any subject at all, by the great amount of accumulated wealth and by its relatively broad distribution. Both of these facts were obvious. What was not so immediately obvious was the third fact that though most French families had investments aside from their current earnings, yet these investments were for the greater part inherited and resulted from a long series of economies, practiced throughout generations, from relatively small earnings. The rate of capital increase was, in fact, very slow, and even that low rate was maintained only by the closest economy on the part of the great majority of the people.

Any estimate of national wealth is, of course, to be accepted with reserve, because it is all largely a matter of definition, with many factors which can only be roughly valued. But the figures employed by our own Statistical Abstract of the United States are as follows for total wealth of France at different prewar dates:

1815	.....	\$13,250,000,000
1853	.....	25,000,000,000
1872	.....	39,000,000,000
1892	.....	46,515,000,000
1914	.....	58,400,000,000

Our chief interest in these estimates is that they give some rough clue to the amount of money available for special post-war taxation and to the rate at which French savings could possibly increase in pre-war days. Disregarding the minor fluctuations, we can see that over the whole century covered the rate of increase of French wealth was close to 1½ per cent annually. So that at the present time we can safely assume that the total capital value of France grows at the rate of 1½ per cent a year.



SKETCH MAP OF ALGERIA AND TUNIS, SHOWING IRON-ORE DEPOSITS.

or, say, about \$880,000,000. This checks well enough with other estimates that in pre-war days about \$600,000,000 were free each year for reinvestment in France.

The manner in which the increase was placed in security investments has a certain important bearing on our present subject, and on this we have fairly good information in a paper by Yves Guyot as of 1916. In making use of these data, as below, I have rearranged them so as to fit in more closely with American practice and have rounded off some of the figures so as to secure even results. The final result is as follows:

TOTAL FRENCH SECURITY INVESTMENTS AS OF 1912.		
Class of security	Capital invested	Annual income
French Government and municipal bonds	\$6,000,000,000	\$180,000,000,000
Foreign Government bonds	7,000,000,000	320,000,000,000
Corporation bonds	5,000,000,000	205,000,000,000
Corporation shares	6,000,000,000	295,000,000,000
Total	\$24,000,000,000	\$1,000,000,000,000

There are obviously three points about this result that will strike everyone as different from American practice of the same date. First, just about three-quarters of the total investment was in bonds of one sort or another, and only one-quarter in stocks; second, three-eighths of the total were in foreign stocks and bonds; third, well over half the total was in the bonds of Governments, departments and cities, and less than half in private enterprises.

The distribution, taken as a whole, is that of a country where money was more plentiful than industrial opportunity, so that the chief aim was to place money safely rather than to secure a higher rate of return. It will be of interest to see just what this apparent safety cost the French investor during the unexpected period of war and high interest rates which followed. This can be stated very briefly and with substantial accuracy as follows:

One-quarter of the total security investment was in French Government and municipal bonds. This fraction paid interest regularly, but fell off some 50 per cent in selling value.

One-quarter was in foreign Government bonds. About a third of these (Russian, Turkish, etc.) defaulted at some time during the war; the remainder, chiefly South American, paid interest regularly but fell off in sales value as current interest rates rose.

One-quarter was in corporation bonds, chiefly railroad and industrial. These paid interest regularly, but fell off in sales value, though not so seriously as had the Government securities.

One-quarter was in corporation stocks, railroad, mining, industrial. On the average, these paid larger dividends than ever before and reached higher selling values.

The net result was that the various groups of securities actually turned out in almost exactly the reverse order of their apparent safety, as that would have been estimated by either investor or banker before the war. Since the investor will not forget either his losses or his gains immediately, it is likely enough that some of these experiences will affect the future trend of French investment practice, and, as a matter of fact, the turn toward industrial investments even now is only partly checked by the heavy tax discrimination against their securities.

The Distribution of Wealth and Income.

The phases of the subject which have so far been discussed are primarily of interest in connection with the part which France is likely to play in European reconstruction and in the reconstruction of her own industry and her Government finances. From these matters we may turn to another phase of the same subject, but one which bears chiefly upon the social structure of France. That is, the manner in which the total wealth and the total income of

the country are distributed among the various classes of the population. On these points there are not the same amount of data available as in Germany, England or (since the adoption of the income tax) in America, but there are several approximate methods which will give results close enough for ordinary purposes.

One of the possible methods of inquiry is based upon comparison of the sizes of estates which have passed through official channels during their settlement. A calculation of this sort has the defect that it covers only about half of the deaths in France, and we are not sure as to the property holdings of the unrecorded half. The Socialist orator points out that all of this 50 per cent obviously died penniless, and that they must be true proletarians. But this is not entirely true; the unrecorded 50 per cent does include a large proportion of adults who died entirely propertyless, but it includes also a large number of minors, a large number of persons who had some small personal property, and a small number of persons who were by no means poor, but whose property was so placed that it could escape legal notice.

Admitting this weak point in the solution, we may still make use of the results obtained by use of the method as employed by Foville.* Summarized in form convenient for our present purpose, these show that the wealth of France must be distributed somewhat as follows:

58 per cent of the population leave estates of under \$400 and averaging \$146.
40 per cent leave estates between \$400 and \$20,000 and averaging \$1980.
1 1/4 per cent leave estates between \$20,000 and \$200,000 and averaging \$39,000.
1/4 of 1 per cent leave estates valued at over \$200,000 and averaging about \$400,000.

Recalling that these figures deal only with those whose estates have come to the cognizance of the fiscal authorities, we may accept them as being a very probable statement of the real facts as to wealth distribution of the entire people. The actual figures have, in each case, increased largely since Foville carried out his research, this increase being due to currency inflation. But there is no reason for assuming any serious changes in the relative importance of the four groups that he outlined; we may still take it for granted that somewhat over half of the entire wealth of France is in the hands of less than a fiftieth of the entire population.

The great fortunes of France are, therefore, concentrated in a few hands, to much the same degree as in other countries. What gives France its curious distinction, however, is the evenness of grading in the large class who have not large fortunes, but who do have a certain reasonable amount of invested and interest-yielding wealth. It is suggested by the statistics as to land ownership—and it is confirmed by the results of Foville on successions—that at least one-third of the French people are the possessors of accumulations which yield enough income to be an appreciable addition to the personal earnings of the possessor; that is to say, of fixed wealth whose interest adds between 10 and 100 per cent to any wages, salary or other earnings that the owner is likely to get. In considering this point we must recall, however, that his personal earnings, whether he be laborer, farmer or professional man, will be far smaller than an American would get in the same line of work.

One very marked feature of the war period, which will become still more noticeable during the decades in which we will pay for the losses, was the redistribution of wealth which took place in every one of the warring countries and even, to a lesser degree, among the neutral nations. Certain portions of the population have paid for the war, in blood and in treasure; other classes have made money out of it. This process has been more marked in France and in Eng-

*Foville, Alfred de. *La richesse en France et à l'étranger*, 1893. *La richesse en France*, 1906.

land than in either America or Germany, but it has existed in all of the countries involved in the war.

It seems clear that when a nation is at war, and particularly when it is at war for its sheer existence, every bit of blood and brain and property in that country must be freely and entirely at the disposal of the Government. No individual should be permitted to evade his share of the burden, and certainly no individual should be permitted to profit from the common calamity. Now, though we will all admit this truth in theory, in practice we have not held to it very closely. The results have not been pleasant. President Harding was moved to call attention to their serious character in our own country, and to say that they should never be permitted to occur again.

In so far as slacking and profiteering are due merely to moral rot in the individual, we can do little in the way of reform. We cannot turn a cur into a man by act of Parliament or of Congress; we can, however, make it impossible for him to frequent human society. But in so far as slacking and profiteering were actually encouraged by our legislation, we can do a great deal. During the past war every country blundered in this regard, with the two results that the older pre-war industries were unfairly handicapped and that the so-called middle class in many countries has been pretty well squeezed out of existence. Both of these facts bear upon the questions of taxable resources and of future industrial expansion in the west European countries particularly.

Taxation and New Resources.

Taxation was heavy in France even before the war, and it has now become very heavy indeed. This fact is not commonly realized by a foreigner, because the bulk of the taxation is indirect and is not immediately obvious. As it stands, the system does not seem to be well adjusted and in some respects it constitutes a very heavy burden on industry. It is not particularly unfair as between class and class, and it does not throw all the burden on either wealth or poverty. What it does do, however, is to discriminate between different kinds of wealth and different kinds of income. For example, it bears hard upon income derived from securities of any sort, except on the tax-free "rentes"; the fisc takes from 30 to 60 per cent of each coupon that is cashed, whether for interest or for dividends, so that the industrial stockholder or bondholder is penalized. And it does this evenly, taking the same percentage, regardless whether the income be a single five-franc coupon or a thousand times that amount. The Government gets its full share directly from all incomes of moderate size derived from security investments; it gets its full share indirectly from taxes laid on most articles of consumption, but it fails to extract the last penny in two other important cases. It does not seem to have any adequate process for dealing with extraordinary profits or incomes, and it does not seem to bear heavily enough on the landed proprietor, small or large.

Throughout the war all of the countries involved made distinctions between classes which, though perhaps drawn with good intentions, had very evil results. The distinctions arose from unfair distribution of the burdens of service and of taxation, and we have not finished with their effects today. They were not made as between capital and labor, or as between wealth and poverty. They were distinctions as between one kind of capital and another; as between one kind of laborer and another.

As regards the former point, in all countries both taxation and currency inflation have been permitted to bear heavily upon existing invested capital and lightly upon new accumulations or profits. They have borne heavily upon certain industries and lightly on others. Now, this was, in part,

due to the mere mechanical action of currency inflation; but it was, in part, intentional. There was an idea, arrived at in some mysterious manner, that shells and ships could not be made without permitting profits—and commonly very large profits—being made also. This was really unnecessary. In time of war you can safely appeal to the patriotism of most manufacturers; you can offer the penitentiary to others, but you need not talk of profits.

If my thesis that war is a national struggle in the broadest possible sense were to be accepted with all of its corollaries, one of the most obvious of these is that any gains from war are national and not individual. And there are some entirely new sources of revenue which have come to France as consequences of the war, which could alone go far toward carrying the national debt. I am not referring to the population gained by the return of Lorraine and Alsace, but to the natural resources which are now freely at the disposal of the French Government. There is no reason on earth why any individual or any corporation in France should be permitted to make a franc out of the operation of the oil, the potash, the coal and the iron ores that have come into French possession with the recovery of the lost provinces. These were not gained by individual effort, and they were paid for with the blood of the nation. It is not too much to ask that they be used for national purposes, and that all of their profits go toward the expenses of the war. This solution is made simpler by the fact that these deposits of raw materials were in large part the property of German Government, state or imperial, so that there are fewer individual interests to be considered.

Finally, there are the resources of the colonies and protectorates, as yet practically undeveloped and unpledged. These, too, belong to the French nation as a whole, but here the most rapid development seems likely to be brought about by Government and individual co-operation. The form which this is most likely to take seems to be the creation of a series of great development companies, in which the French Government retains control, with a corresponding share of the profits, leaving the active development to be carried on by the minority interests. The British employment of the Anglo-Persian Oil Company in this fashion has aroused interest in France, and it seems probable that action along closely similar lines will be undertaken in the near future.

This last possibility brings us to reconsideration of the French coal situation, not only in its present aspect but in its future possibilities.

The Coal and Oil Fields of France.

There are a very large number of coal fields in France, some 50 or more being recorded and, at one time or another, operated. But this statement gives an air of complexity to a matter which is really far simpler; for very few of the 50 fields which are spoken of have any serious importance, either present or future. As will be seen below, just five fields out of the 50 produce over 90 per cent of the annual French coal output, employ over 85 per cent of the workmen and, what is of far more importance, contain over 95 per cent of the total coal reserves of the country.

The five important coal fields of France are the following:

Field	Output, 1911, metric tons	Workmen employed	Estimated reserve of coal, metric tons
Valenciennes	26,140,000	123,698	12,100,000,000
Lorraine	3,849,000	16,300	4,000,000,000
St. Etienne.....	3,680,019	20,531	775,000,000
Alais	2,049,150	13,237	958,000,000
Blanzy-Creuset	1,831,760	8,708	659,000,000

The totals given above will, of course, differ from the data given in current textbooks and other publications, because the Lorraine coal field was from 1871 to 1918 in German hands, so that its output and its coal reserves are credited to Germany in all earlier publications. Even quite recent

writers do not seem to have grasped the fact that the Lorraine field is not, politically speaking, a part of the Saar basin, but an integral part of France, so that, regardless of what may happen to the Saar field 15 years from now, the mines and coal reserves on the Lorraine side of the border will still be French.

But, in any case, the five fields above noted produce 37,500,000 tons of coal out of an average French total of some 42,000,000; and they employ 180,000 miners out of the total of some 215,000 in all French coal mines.

The Valenciennes basin in the departments of Nord and Pas de Calais, and the little practically exhausted Boulogne basin in the latter department, represent the westward extension of the chief Belgian coal fields. On the French side of the border this field has been operated, as elsewhere noted, since 1720; on the Belgian side its history goes back much further.

The Valenciennes basin is by far the most important coal field of France; its normal production before the war was about two-thirds of the French total, while its unmined reserves of coal make up over three-fifths of all the coal reserve of France, even including the returned coal fields of Lorraine annexed. For the moment it cannot contribute its proper quota to French production, because of the havoc wrought in the closing days of the war by German civilians, but within a few years at most the Valenciennes area will work back to its former output.

Second among the French coal fields, both in present annual output and unmined reserve tonnage, is that of Lorraine. This includes not only the definitely known and developed area east of Metz but a deep-level area, known only through the results of drilling, in the Pont-a-Mousson region. This latter corresponds in type to the newly developed Campine field of Belgium, referred to in a former article of this series; and it is hoped that its development some day will yield similarly impressive results. The field is Government property, of course, and I cannot imagine any more intelligent action on the part of a French administration than to favor its rapid development.

Third in rank is the St. Etienne basin, located south of Lyon. This is close to the Lorraine field as regards annual output, each producing in normal years around 10,000,000 tons. But in unmined reserves there is a wide difference between the two basins, Lorraine being credited with six or seven times as much reserve as the St. Etienne field.

The Alais coal field is located in the Cevennes, and is the most southerly of all the important French coal deposits. In annual output it is not far below St. Etienne, some 2,000,000 tons a year being produced, while in reserve tonnage Alais ranks well above its competitor.

The Creusot-Blanzay group of closely associated basins rank, taken together, as fifth in annual output, as well as in reserves of unmined coal. They are located northwest of Lyon and are the basis of the Schneider and other iron and steel industries of high importance to French development, but of little interest as possible exporters of iron and steel products.

Having described the five really important coal fields of France, we can pass over the remaining 45 small coal basins very rapidly.

Of these minor coal fields two produce close to 1,000,000 tons each; these are the Carmaux and Aubin basins, both located in southern France. After them rank, but at a very considerable distance, a half-dozen or more of fields producing from 200,000 to 400,000 tons apiece each year; here are included such areas as Saint Eloy, Commentry, La Mure, Brassac, Graissessac, Champagnac, Autun and Ronchamps. Below these, in turn, we have 30 or more very little fields with production ranging from 150,000 down to a few thou-

sand tons. It can be seen that, except as matters of local interest to some particular industry, there is no reason for discussion of these lesser deposits. The chief use of a coal field is, after all, to produce coal, and if it does not do that in any serious way it becomes merely a geological curiosity.

Summary and Conclusions.

The apparently unrelated facts as to wealth and raw material supplies presented in this article may, I think, be correlated so as to justify the following summary and conclusions:

1. Before the war France had vast wealth, very slowly attained and not renewing itself or increasing rapidly. This had brought about the formation of a very large middle class, existing, in part, on inherited income.
2. Owing to thin and difficultly mined coal seams, the profits of coal mining were small and the wages paid in the coal fields were correspondingly low, as compared with more profitable fields in America, Germany and Great Britain.
3. In agriculture intensive cultivation and heavy fertilizing gave large returns in quantities per acre, but yielded these products at a very high cost from very dear land. Agricultural wages were, therefore, also very low.
4. Since these two basal industries—coal mining and agriculture—both yielded necessarily low wages, the entire wage structure of the country was fixed at a very low level. The existence of inherited incomes correspondingly lowered the normal rate of earnings necessary to support the middle class.
5. Since the war the middle class is being eliminated by war losses and unfairly distributed taxation. There is at present an unusual pressure, due to this fact, upon clerical and technical earnings.
6. The Valenciennes coal field can continue production at its present rate for 500 years, while the Lorraine field, as yet undeveloped, could run for double that period. These facts suggest that there is every incentive to increase coal output heavily. The iron ore reserves are, proportionately, still larger, and there is even greater incentive for increase in their output.
7. If the products so made are marketed profitably on foreign areas, the Government can regain financial soundness by heavy taxation, which will, in turn, prevent any marked advance in the average wage scale. If the products cannot be marketed abroad profitably, the wage scale cannot be increased.
8. There seems to be little reason, therefore, to hope for any marked raising of the Franco-Belgian pay scale in the near future; and this applies to the pay of clerical and technical positions as well as to the laborer's wage.
9. The Government, French or Belgian, has every incentive to aid, and even force, greater development of its productive industries—merely for fiscal reasons—and a mill owner has exactly the same reasons for increasing the output of his mill. The bulk of the products so made must be marketed abroad if the Government is to secure part of the profits through taxation.

Under these circumstances, I see no escape from the final conclusion:

10. All countries which can be reached by water-freights will be used as markets for goods made under a necessarily low wage scale. And in default of tariffs which do actually protect, the marketing will be done at prices which will ultimately force reductions in wages here to a competitive level.

Fort Valley Consolidated School District, A. C. Riley, chairman, Fort Valley, Ga., will sell September 15 a 5 per cent bond issue of \$180,000.

Indomitable Energy Has Created a \$5,000,000 Texas Port.

HOW CORPUS CHRISTI PEOPLE HAVE SET AN EXAMPLE FOR OTHERS.

By A. P. HERNDON.

[With energy that nothing could daunt, with a courage that never faltered despite many adverse conditions, financial and otherwise, Corpus Christi, Texas, has for nearly a generation been trying to bring about the full development of its port potentialities. At last it has succeeded. The story of what it has done, and how it has done it, should be an inspiration to every other coast town or city in the South trying to bring about an adequate development of its possibilities for shipping.

The growth of America is so stupendous that many more ports will be needed than those now in active operation, and the creation of these ports will bring about a development of coastwise and foreign trade which will result in better freight rates for local people and at the same time enlarge the prosperity of the railroads by increasing the prosperity in the country surrounding these ports. We commend to every Southern community trying to build a port this story of what Corpus Christi has done.—Editor Manufacturers Record.]

For two generations Corpus Christi, Texas, has dreamed of a deep-water port which would permit the products from its territory to reach the world without the necessity of shipping through other ports.

On September 14, 1919, a hurricane swept Corpus Christi, wiping out, many believed, any possibility of receiving a designation as a deep-water harbor. "Corpus Christi is through," many wise critics remarked sadly; "it will never get its port now."

Corpus Christi, however, didn't pay much attention to the critics; it went ahead with its plans. Three years later President Harding signed the bill designating Corpus Christi. And seven years to a day from the time the storm wreaked its havoc Corpus Christi will open one of the finest and safest ports on the Gulf coast.

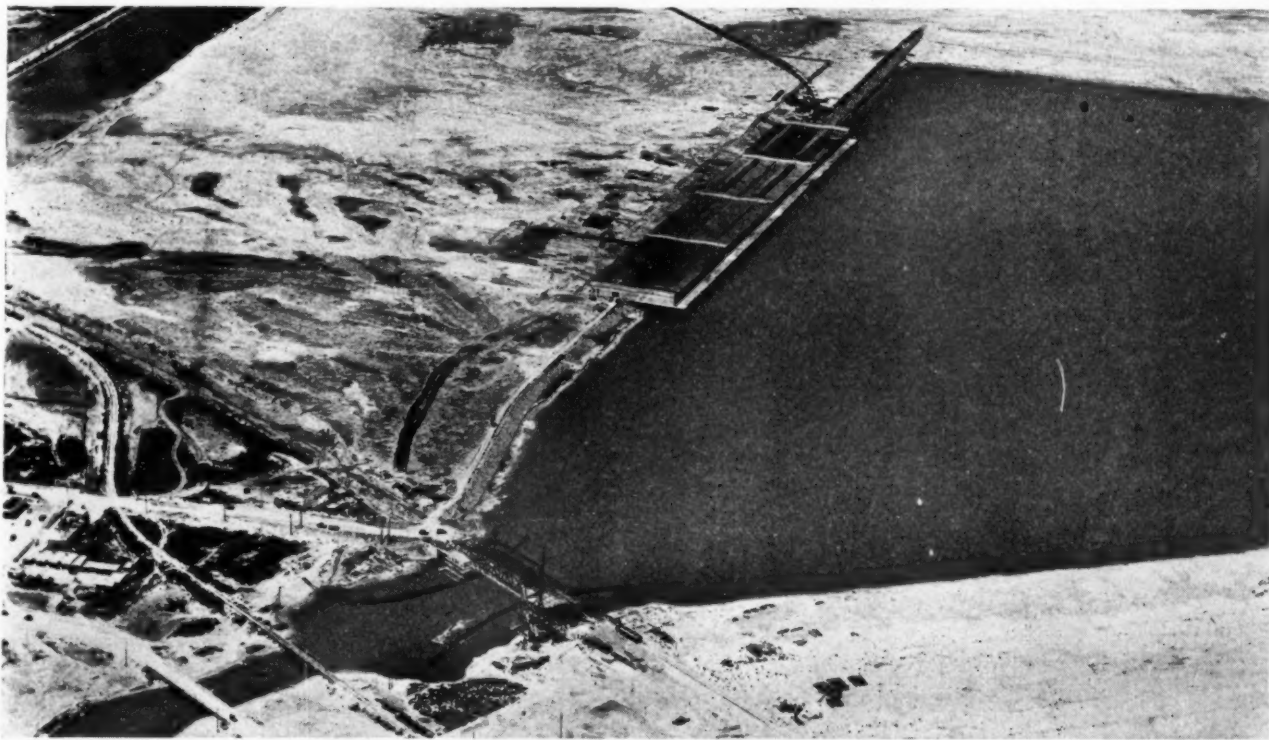
Construction of the port has been a sort of triple partnership, a partnership in which the state, Federal and city gov-

although there is a slight overdepth. For convenience in designation and in letting contracts it was divided into four sections. Sections 1 and 2 were treated as a unit.

Work on the channel was started in January, 1925, and was completed July 18, 1926, a record for speed in dredging operations, it is claimed. In the course of the operations one world's record was broken. During May the dredge Texas, a 22-inch machine, removed 1,412,000 yards of material, and thereby outclassed any other dredge regardless of size. The Texas is operated by the Atlantic, Gulf and Pacific Company, New York city, and is commanded by Capt. W. W. Williamson.

Total yardage removed from the channel was 15,870,528 cubic yards.

Five thousand three hundred and twenty-eight carloads of stone—about 40 miles if placed in a single train—have been transported nearly 200 miles to construct the breakwater, which protects the waterfront from the force of waves in



VIEW OF TURNING BASIN, TRANSFER SHEDS AND BRIDGE.

ernments have joined, each doing its own particular share of the work. The project involves the expenditure of \$5,000,000.

Dredging the channel across Corpus Christi Bay, a distance of 20.78 miles, was the job undertaken by the Government. Approximately \$1,500,000 was appropriated for this purpose. The channel is dredged to a depth of 25 feet,

case of a possible tropical disturbance. J. DePuy, San Antonio, Texas, has the contract for the breakwater, which is financed by city bonds, interest and sinking funds of which are to be paid out of taxes from six adjacent counties remitted by the state. Cost of the breakwater has been \$776,074, exclusive of work done in 1920-21, which cost \$629,768.

It is estimated that about 13,000 tons of stone will be required to complete the breakwater, at an additional cost of \$54,000.

Corpus Christi is financing the construction of wharfage facilities. Huge transfer sheds, 1233 feet long and 160 feet wide, have been constructed. The Summer-Sollitt Company, San Antonio, Texas, had the contract for this work, which cost,



BASCULE BRIDGE ACROSS PORT CHANNEL.

in round figures, about \$800,000. An open wharf for railroads was recently decided upon and the contract let. This will be 400 feet long and 40 feet wide. It will carry two tracks and permit ships to unload cargoes directly from hold to car or vice versa. Contract price on this is \$107,620. Work has just been started.

The turning basin, 3000 feet long, 1000 feet wide and 30 feet deep, cost \$354,244. The channel leading from the bay shore to the basin cost \$33,582.

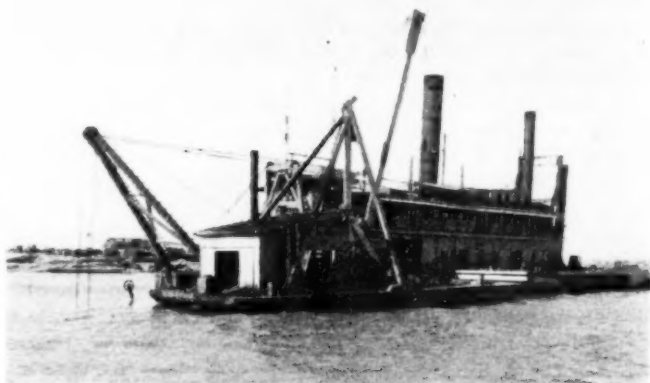
Spanning the channel is a bascule bridge 260 feet long, with a 120-foot lift span and 90 feet clearance between fenders. It was completed a few weeks ago by the Wisconsin Bridge and Iron Company, North Milwaukee, Wis., at a contract price of \$400,000. The central, or lift span, weighs approximately 400 tons, and may be raised or lowered in one minute by means of two electric motors. There is also an auxiliary gasoline-motor equipment capable of raising the span in about five minutes. There are divisions on the bridge for vehicular, railroad and pedestrian traffic.

R. J. Cummins of Houston was engineer in charge of the

designing of the port, which experts say is one of the most complete from every point of view in the entire South. C. J. Howard, associated with Mr. Cummins as resident engineer, has been in active charge of all details of the work save the channel dredging, which was under the supervision of L. V. Donnan, with the Engineer Corps of the Army.

The physical aspects of the port, however, are hardly as interesting as the fight made by the people of Corpus Christi—and a good portion of the Southwest—to get it. For many years they had planned the campaign. Nothing was overlooked. Endorsements of hundreds of cities in south Texas, west Texas and from cities in Oklahoma and New Mexico were obtained.

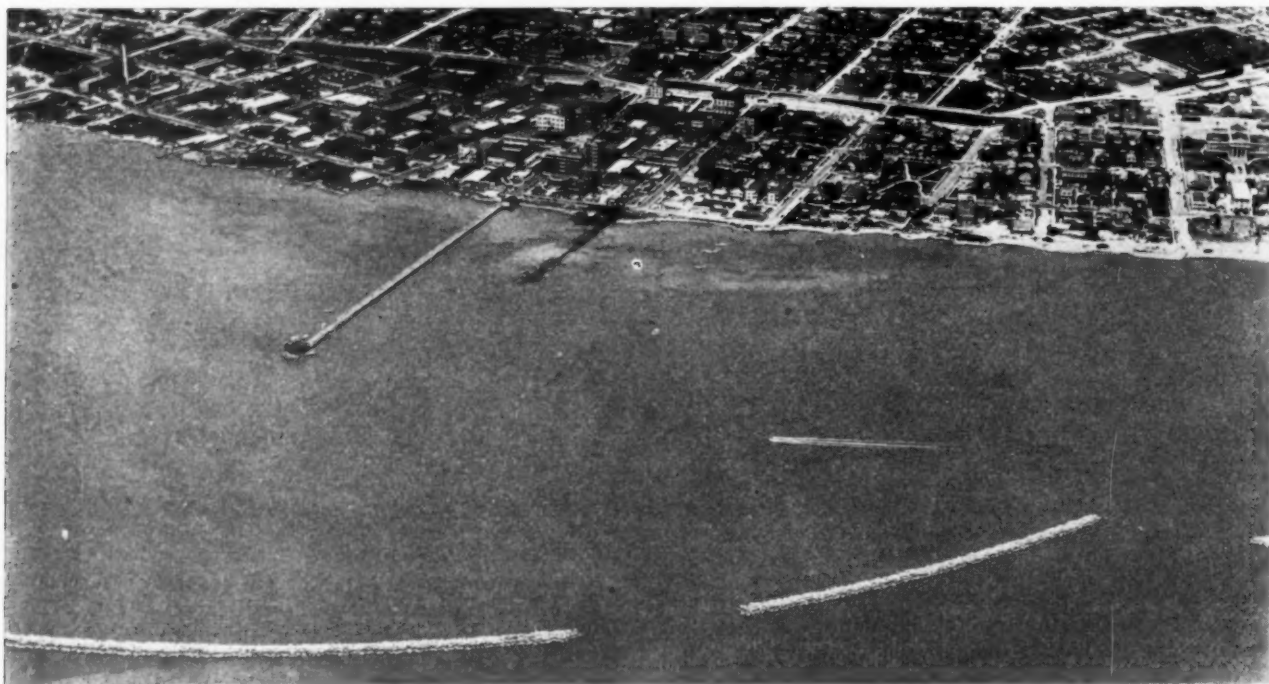
The port, it was shown, would serve a vast territory, which, prior to the opening of the port, was deprived of the advantages of water transportation. The agricultural district in west Texas, the industrial and commercial center of San



DREDGE "TEXAS" (ATLANTIC, GULF AND PACIFIC), WHICH SET RECORD ON CHANNEL.

Antonio, the great undeveloped market of northern Mexico, all hurried to the side of Corpus Christi to support it in its campaign.

Engineers from the War Department at Washington came to inspect the site of the port and gave it approval. The division engineer at Galveston, Major L. M. Adams, heartily endorsed and recommended the project. The Texas Legisla-



CORPUS CHRISTI BAY FRONT, SHOWING BREAKWATER AND PART OF CITY.

ture passed the tax-remission bill, which made the financing of the port possible. It was pointed out that San Antonio, with one-third of the combat forces of the United States Army, was at Corpus Christi's door, and the military and strategic value of a port at Corpus Christi was emphasized. Nueces county in 1922 voted to organize as a navigation district and issue \$2,000,000 in bonds for the construction of the port.

Every agency worked in harmony and the project was carried through as if by clockwork.

Construction of the port, too, has proceeded without cessation since the first wheel was turned. During the two years since work was started there has never been a day's delay, a fact upon which War Department officials have commented frequently; the way in which the work was expedited has, it is said, set a new record for similar projects.

Following the inauguration of the port project, railroads have taken a new and increasing interest in Corpus Christi and south Texas. Both the Southern Pacific and the Missouri Pacific have entered the city within the last year. The former acquired the old San Antonio and Aransas Pass, while the latter purchased the San Antonio, Uvalde and Gulf and the Gulf Coast lines. Another railroad, the Texas-Mexican, extends to Laredo and connects with the National Lines of Mexico, giving a direct rail communication with the rich but undeveloped agricultural and mineral district of northern Mexico.

An ever-increasing number of industrial investigations are being made by capitalists. Corpus Christi, in addition to its port, has unlimited supplies of natural gas available at a few cents per thousand feet for industrial uses. It has a bountiful labor supply and it has living conditions and climate that make it desirable from an industrial standpoint.

Agriculture, however, is the mainstay of south Texas today. In the vicinity immediately adjacent to Corpus Christi is to be found some of the finest soil in the world. Nueces county, of which Corpus Christi is the county seat, will produce this year nearly 100,000 bales of cotton. Truck crops, feedstuffs and citrus fruits produce revenue when the cotton season closes.

To celebrate the opening of the port, Corpus Christi has arranged for a great celebration, which will be held on September 14 and 15. The city has raised approximately \$50,000 by popular subscription for this event. Congressmen, Senators, Army officials and other prominent persons throughout the country will be present. The Navy is co-operating by sending three destroyers to the new port, and plans have been made to send a number of troops from Fort Sam Houston, San Antonio, to participate. The Coast Guard is sending the cutter Comanche.

An elaborate program has been prepared, which includes boat races by some of the fastest boats in Gulf waters; a \$5000 fireworks display; a beauty contest, with prizes ranging from \$50 to \$1000, and a giant parade in which cities throughout Texas, as well as the Army and Navy, will take part.

New \$500,000 Office Building for Beaumont.

Beaumont, Texas.—Plans are being prepared by Tisdale & Stone of Nashville, Tenn., for a new \$500,000 office building to be erected at Pearl and Crockett streets, this city, for J. F. Goodhue and associates. The building will be 12 stories and basement, with dimensions 60 by 120 by 46 by 65 by 14 by 55 feet, fireproof, of steel or concrete frame, pile foundation, cement and marble floors and built-up roof. Contract for excavation and piling will be awarded about October 1 and for the superstructure in November. J. S. Nichols of Nashville is the engineer.

SOUTH CAROLINA ACQUAINTANCE TOUR. Group of Representative Citizens to Make Trip Next Month Through 14 Eastern and Middle Western States.

By STANLEY RYAN, Greenville, S. C.

A party of more than 100 men and women of South Carolina will leave this city early on October 4 on a special train inaugurating the first South Carolina Acquaintance Tour.

The itinerary includes stopovers in 26 principal cities of the East, New England, the Great Lakes and middle Western states. The train will traverse 14 states, traveling a distance of more than 3600 miles.

A number of motives prompted the organization of this tour, chief among them being the opportunity to form a closer feeling of friendship between South Carolina and the states to be visited. This will also be an educational trip, as the members of the party can learn something about the way the various cities and states are solving the same problems that are now confronting the people of South Carolina.

Governor Thomas G. McLeod and his associates in the official roster of the tour organization are exceedingly anxious that a close unity between the various sections of the state may result from this tour. The leaders of South Carolina have long realized that in order for really great things to be accomplished, the people of the state must think in terms of state-wide activities rather than in sectional divisions of the state. A group of representative citizens from the entire state working together with one common purpose, coming in daily contact with each other and enjoying the pleasures of such a trip, will not only learn something of the outside world in which they are going to seek new acquaintances, but the trip will likewise give to all a higher appreciation of the state they are representing.

Governor McLeod and other officials have been most emphatic in their assertions that this will not be a "booster tour," organized solely for the purpose of spreading advertising for the state; they have explained that it is to be a mission of good-will and education. The tour officials realize that the business men of large cities on the itinerary are too engrossed in their personal affairs and the activities of their own states to give their valuable time to idle boasting by South Carolinians.

There is a great opportunity for manufacturers to secure native American labor in every part of South Carolina, where all manner of raw material abounds. The fertile farm lands that can now be purchased at extremely low prices offer rare advantages for the agriculturist, and the general prosperity of the state affords a comfortable and happy living amid pleasant and healthful surroundings for the wage-earner. There are in South Carolina today unlimited opportunities for the man with small capital to invest in business.

The greatest need at present is for the people of the state to have a closer unity, a stronger state-wide interest and to gather inspiration for great accomplishments from the wealthy and progressive states to be visited. If this is accomplished by the tour, the officials are confident the trip will have been worth many times its cost in money and any personal inconvenience that may be experienced by the men and women who compose the personnel. The officials feel likewise that the citizenship of the other states meeting the tour personnel will have a greater degree of appreciation both of the resources of this state and of its people, and that in thinking of the progressive states and people who are going ahead and doing things, they will include South Carolina and South Carolinians.

South Produces 56 Per Cent of Country's Petroleum and 40 Per Cent of World's Output.

Crude petroleum production in the United States last year amounted to 763,743,000 barrels, valued at \$1,284,960,000. This is an increase in quantity over 1924 of 7 per cent and exceeds by 30,000,000 barrels the record production of 1923. The United States Bureau of Mines has issued a report covering this industry. It shows that in 1925 crude petroleum produced in the Southern states amounted to 431,632,000 barrels, an increase of 11 per cent compared with 1924. As late as 1900 the United States was producing but a little more than 442,000,000 barrels of petroleum, and yet the South today is almost matching what was then a record output for the entire country. More than 56 per cent of the crude petroleum of the United States comes from the South, and, in fact, of the world's total output, which amounted to 1,067,566,000 barrels in 1925, more than 40 per cent of it was produced in the Southern states. There were 123,690 producing wells in the South last year—44 per cent of the total number in the country—and the 1925 crude-oil production of these wells was valued at \$747,670,000.

On December 31, 1925, there were 306,100 producing oil wells in the United States, which is an increase of 7000 over the total for 1924. The average production per well per day at the end of 1925 was 6.5 barrels, as compared with 6.2 barrels in 1924. The total number of wells drilled in 1925 was 25,623, of which 16,559 were oil wells, 2300 gas wells and 6734 were dry holes.

The average price per barrel in 1925 was \$1.68, as compared with \$1.43 in 1924, a gain of 25 cents. The only value below \$1 per barrel was in Arkansas, where the average was 89 cents, which was the result of an overproduction of heavy oil.

Imports of crude petroleum during 1925 amounted to 61,824,000 barrels, a decrease from 1924 of 20.5 per cent. Mexico, with exports to the United States of 55,049,000 barrels, continued to rank as the most important outside influence as to supply. Imports from Venezuela, which is becoming an important exporter in oil, amounted to nearly 5,000,000 barrels, as compared with a little more than a million barrels in 1924.

According to final figures, there was run to stills in the United States 698,582,000 barrels of domestic crude petroleum and 41,338,000 barrels of foreign crude petroleum—a total of 739,920,000 barrels. This is an increase over 1924 of 96,201,000 barrels, or 15 per cent.

From the crude oil run to stills in combination with unfinished oils and natural-gas gasoline, there was recovered 259,601,000 barrels, or 35 per cent of gasoline; 59,689,000 barrels, or 8 per cent, of kerosene; 364,991,000 barrels, or 49 per cent, of gas and fuel oils, and 31,055,000 barrels, or 4 per cent, of lubricants. Losses in refining in 1925 totaled 22,914,000 barrels, which is equivalent to 3 per cent of the crude oil run to stills.

Domestic demand for gasoline amounted to 223,865,000 barrels, as compared to 185,003,000 barrels in 1924, a gain of 21 per cent. Exports of gasoline were 31,497,000 barrels, an increase of 9 per cent over 1924. Stocks on hand at the refineries at the beginning and end of the year were 30,823,000 and 38,875,000 barrels, respectively.

Great Power Plant at Cherokee Bluffs, Ala., Starts Test Run of First Unit.

R. A. Mitchell, vice-president of the Alabama Power Company, writes the MANUFACTURERS RECORD:

"The first unit of the 45,000 horsepower at Martin Dam, located at Cherokee Bluffs on the Tallapoosa River, was put into operation Monday, August 31, for the first time, for the purpose of testing out the machinery. This initial test proved satisfactory for its purposes in every respect. This machine will be under test for a number of weeks before final acceptance. Under present plans, the second unit of the same capacity will begin its test runs in the latter part of September, and about January 1 the initial installed capacity of three units of 135,000 horsepower should be in regular operation on the company's system. The ultimate capacity of the project, when finally completed, will be 180,000 horsepower.

"The storage capacity of the reservoir, with approximately 530,000,000 gallons, is approximately 150,000,000 kilowatt-hours. The depth of water at the dam when the reservoir is full will be 150 feet."

National Exposition of Power and Mechanical Engineering.

According to an announcement by the International Exposition Company, under whose management the fifth National Exposition of Power and Mechanical Engineering will be held at the Grand Central Palace, New York, from December 6 to 11, four floors of the building will be filled with important exhibits. Each year, it is said, the exhibitions have grown in scope, size and attendance and the exposition is now regarded as an opportunity for engineers and industrial leaders to view the latest developments in mechanical equipment, including power generating, power using and mechanical power transmission devices.

More than 450 manufacturing firms are expected to be represented at the Exposition, and during the week two technical meetings will be held, one by the American Society of Mechanical Engineers and one by the American Society of Refrigerating Engineers. The meeting of the former will last from December 6 through December 9, and will be held at the Engineering Societies' Building, while the refrigerating engineers will meet at Hotel Astor from December 7 through December 9. Sessions of both of these meetings have been so arranged as to permit those attending them an opportunity to visit the Power Exposition.

Charles F. Roth and Fred W. Payne are managers of the International Exposition Company, with offices in the Grand Central Palace.

Birmingham Firm Lands Big Coal Contract.

Birmingham, Ala.—A contract has been closed by the National Coal Company of this city for the sale of 1000 tons of coal daily to the New Orleans Public Service, Inc., the coal to be deliverable at New Orleans over a period of three years. The New Orleans company is one of the largest fuel dealers in that city.

NUMBER OF WELLS, PRODUCTION AND VALUE OF CRUDE-OIL OUTPUT OF THE SOUTH, BY STATES.

State	Producing wells—		Production (barrels)—		Value—	
	1924	1925	1924	1925	1924	1925
Arkansas	3,050	4,100	46,028,000	77,398,000	\$43,130,000	\$68,880,000
Kentucky	12,450	13,100	7,407,000	6,759,000	14,592,000	15,682,000
Louisiana	3,550	3,750	21,124,000	20,272,000	30,340,000	32,500,000
Oklahoma	60,500	59,400	173,538,000	176,768,000	272,450,000	348,230,000
Tennessee	—	—	10,000	24,000	18,000	53,000
Texas	20,350	23,400	134,522,000	144,648,000	203,870,000	262,270,000
West Virginia	20,000	19,940	5,920,000	5,763,000	20,840,000	20,055,000
Total South	119,900	123,690	388,549,000	431,632,000	\$585,240,000	\$747,670,000
United States	299,100	306,100	713,940,000	763,743,000	\$1,022,683,000	\$1,284,960,000

A Naval Officer's View As to the Power of a Victorious Germany in Europe Over America.

[Special Correspondence Manufacturers Record.]

Washington, September 4.

If Germany had won the World War, could the American Navy have kept the German fleet from these shores?

Confident claims have recently been made in certain quarters that the American Navy was equal to that of Germany and "would have been abundantly able to prevent any damage to this country by Germany."

The other side of the picture is given to this correspondent today by Capt. Dudley W. Knox, recognized authority on naval matters and author of many articles on the navies of the world. Captain Knox, retired from active sea duty and assigned to the historical section of the Naval Library, was interviewed concerning the supposition that the American Navy alone, after the war, would have had no difficulty in beating back an invading German fleet.

The error of such supposition, according to Captain Knox, is that the claimants have entirely overlooked the fact that if Germany had won the war her fleet, already superior to that of the United States, would have been greatly augmented by seized French, Italian, Russian and probably British vessels. Therefore, assuming that Germany wanted to strike at America, she could have sent over not only her own war-time navy, but pressed into conflict the ships once owned by her conquered enemies.

And, in addition, could and would have flung into action her efficient submarines and aircraft, working from bases she had seized in the Atlantic.

"Before the World War," said Captain Knox, "the navy of Germany, in ships, was superior to that of the United States by about 20 per cent. That is, this was the superiority figured on our so-called war-game boards. It worked out that way on the planning boards, which I have seen operated.

"But it must also be recognized that if Germany had won the war her navy would have been greatly augmented. She, naturally, would have demanded and gotten both the French and Italian navies and possibly some of the British fleets. One must also take into consideration the fact that she would have had the use of the Austrian and Turkish navies in any offensive against the United States. Germany clearly could have availed herself of the vessels of the Powers associated with her during the war.

"However, before and during the war Germany had no naval bases on this side of the ocean and she was to that extent handicapped. This, of course, was practically an offset to her superiority in the number of ships and tonnage, and it may be said that the German and American navies then were approximately balanced because of Germany's deficiency in the Atlantic. In other words, having to cross the ocean, with no place to go before reaching this side, reduced the potential effectiveness of the German navy and cut into, if it did not wipe out, its 20 per cent superiority.

"But it logically must be observed that if Germany had won the war she probably would have taken over Brest, which would bring her 600 miles nearer the American shores. Certainly she would have gotten the Azores from Portugal and this would have given her a base some 1000 miles closer to this side.

"Certainly, also, Germany would have demanded and gotten the French possessions in the Caribbean, which would have placed her actually on this side. In addition, she is likely to have taken possession of some of the British possessions in the Caribbean. At all events, she was sure to rectify her geographical deficiencies with regard to naval bases in the western Atlantic. In any comparison of the

strength of the German and American navies after the war, these things must be taken into consideration and they militate to the advantage of Germany.

"Germany would have had to win the war in one of two or three ways. If she had won the war on land in France and Italy she certainly would have demanded the French and Italian fleets before agreeing to terms of peace. She would have also relentlessly demanded certain colonial possessions that appealed to her, including any of the Portugal possessions which she considered as valuable.

"If Germany had won the war through her submarine campaign, it may be assumed that this would have involved no losses to the German main fleet. Such losses as she did sustain in the Battle of Jutland and other operations were approximately made up by Germany's building of ships during the war.

"Of course, Germany possibly might have won the war through a victorious action of its Grand Fleet. In such a case, she undoubtedly would have sustained severe losses in her battle fleet. But these would have been partly or fully compensated by captured British vessels and by the addition of the presumably captured vessels of the French, Italian and Russian fleets, whether captured in conflict or later turned over to the victorious German Government.

"It is true that the United States had the 1916 program for capital ships, and if this had been completed it would have made us superior to the German fleet of 1914, or the pre-war period. But it must be recalled, on the other hand, that the United States practically stopped construction under this 1916 capital-ship program, and, because of the aggressive submarine campaign of Germany we put on pressure to turn out great numbers of destroyers and other anti-submarine craft. This policy was continued by us up to the end of the war. Consequently, when the armistice came our 1916 building program was very backward and we could not have completed it for at least three years.

"It is important to remember this when consideration is asked of the relative strength and effectiveness of the German and American fleets, assuming that she had been victorious and wanted to strike across the Atlantic at the United States of America. We might also consider the extreme case of Great Britain having to surrender its fleet. Many will deem this rather fantastic. So it is. England would more likely have brought about peace before this became necessary. Yet had the submarine campaign proved highly successful, as it actually threatened to be in the spring of 1917, or if the German army had won a sweeping victory in France, it is possible that England would have been forced to surrender her fleet, as a lesser evil than starvation at home or than the enslavement of a million of her soldiers in Flanders. With the British fleet in their possession, together with numerous British overseas colonies which would also have been obviously required, the Germans would have been all-powerful on the Seven Seas.

"Against such strength America would have been helpless outside of her own continental territory. The Panama Canal, Hawaii, the Philippines, Porto Rico and our recently purchased Virgin Islands must have become German, with Alaska also if Germany wanted it.

"With so much of the world at her feet, both in Europe and overseas, it does not seem likely that Germany would want to attempt conquest of this country or Canada. The need of consolidating her position in Europe would have been sufficient to deter her from this, without considering the

war-weariness of the German people, the magnitude and difficulties of the task and other factors which would enter into such a decision.

"Nevertheless, with an American Army as hostage in France, the size of the indemnity which America would have been forced to pay would have been stupendous. We would have been in economic slavery for many years and handicapped by German control of the peace markets and peace trade of the world."

Captain Knox referred also to the fact that in claiming superiority for the American Navy at the end of the war commentators apparently had overlooked the menace that lay in Germany's submarines. Germany was far ahead of the United States both in the construction and utilization of the submarine, which became one of her powerful weapons in the destruction of shipping and fighting craft.

Germany also was superior to the United States in air, although in 1918 the airplane, particularly the bombing airplane, had not reached the development of today. Nevertheless, Germany had its Zeppelins and the United States had none. She had also taken the airplane, an American invention, and put it to more devastating and efficient use than the country of its invention.

"Taking all these things into consideration," said Captain Knox, "it can hardly be demonstrated that a victorious Germany would have meant no serious danger to the United States, and that 'our Navy was fully equal to that of Germany and would have been abundantly able to prevent any damage to this country by Germany.'"

An Important Movement in Alfalfa Drying and Also in Other Grass Crops.

Philip W. Henry, C. E.,

111 Broadway,

New York, August 27.

Editor Manufacturers Record:

I have read with much interest the article in your issue of August 26 by Charles D. O'Neill on "Solving the Farm Problem." You may be interested in knowing that an operation along the lines suggested in this article has recently been started by the establishment of plants for the artificial drying of alfalfa and other grass crops in units of 600 acres. This process was developed by Arthur J. Mason of the firm of Hoover & Mason of Chicago on his farm near Chicago, where he has been successfully operating for the past three or four years.

One of these drying plants has just been erected on the farm of the Walker-Gordon Milk Company, Plainsboro, N. J., where it will take care of 500 or 600 acres of alfalfa.

It would seem that a plant of this kind would be particularly adapted for certain sections of the Southern states, where alfalfa can be readily raised but where the rain prevents it from being properly cured.

PHILIP W. HENRY.

Plans of Fruit-Juice Corporation.

Outlining its present activities and future plans, the Florida Pure Fruit Juice Company of Tampa, A. N. Duncan, secretary, which recently incorporated, advises the MANUFACTURERS RECORD that it will use the trade-mark "Citrola" for its products. It is now establishing a plant at Tampa for the extraction and preparation of fruit juices, which it hopes to have in operation for the coming crop. Branch factories will be organized in fruit centers most convenient to growers, which will require only a small capital to operate, it is said, as the company will supply its patented extracting machines, formulas, equipment and instructions to operate. These plants are expected to be of great benefit to growers, enabling them to save much of their waste fruit.

American Ceramic Society Holds Summer Meeting in Philadelphia August 30 to September 2.

Philadelphia, September 2—[Special.]—The summer meeting of the American Ceramic Society, which had its headquarters at the Bellevue-Stratford, spent much of its time at the Sesqui-Centennial. Tuesday was devoted to sight-seeing at the Exposition, with special emphasis on the ceramic exhibits. On Wednesday afternoon the literary meeting was held in a building of the Exposition, and half a dozen papers were presented. Thursday was spent in making trips to various ceramic plants in and around Philadelphia. Splendid opportunities were provided for meeting ceramists from other parts of the country and for studying the requirements of large plants in the neighborhood of Philadelphia; yet, so far as I was able to learn, no Southern clay producers were present. I encountered two Southern representatives—Dr. A. V. Henry, head of the ceramic department of the Georgia Tech, and E. Malcolm Jones, agricultural and industrial agent of the Gulf, Mobile and Northern Railroad Company. It would seem that in missing this meeting Southern clay producers overlooked a good opportunity for widening their acquaintance with consumers of their product.

At the Wednesday meeting Ross C. Purdy, general secretary of the society, proposed an American Ceramic Institute by and for all ceramic associations in common. Such an institute, he pointed out, need not duplicate the work done by any of the affiliated associations. Many of the problems requiring solution are common to several or all the branches of the industry, and could be most profitably handled by co-operative effort.

A. V. Bleininger discussed the need for ceramic research and the type of research needed. So far, he said, ceramic research has been entirely too empirical. It should be carefully guided between this extreme on the one hand and a too intolerant adherence to pure science on the other. The ideal course, he thought, was "through the use of the methods and tools of pure science, but in close co-ordination with the experience of industry." He then outlined a tentative program of research.

W. Keith McAfee discussed a subject closely akin to that of Bleininger: "Benefits of Co-ordinated Program of Ceramic Investigations by Federal, State and University Agencies." He held the rapid development of ceramic technology to be essential to the well-being of the industry, and stressed the necessity of a comprehensive plan and machinery responsible to the manufacturers for research.

Frederick H. Rhead's contribution was a paper on the need for training in America of ceramic designers. He took the position that our decorative ceramic manufacturers as a class, and allowing for exceptions, do not fully recognize the importance of having their own designers. We still depend too much on Europe for designs, although it should be added that some of our larger manufacturers do maintain adequate artistic staffs.

Artists for ceramic designs must, first of all, be finished artists, he said; but, in addition, they must be thoroughly conversant with the technology of their industry. European colleges have separate courses for ceramic engineers and ceramic artists, but they train the artists to understand as much of the engineer's side of the industry as they need.

R. W. E.

The city of Hagerstown, Md., has sold \$150,000 of municipal market bonds and \$80,000 of street-improvement bonds to Strother, Brogden & Co., Baltimore, the former at 103.97 and the latter at 103.337, both issues to bear an interest rate of 4½ per cent.

Effort of Union Labor to Dominate Atlanta.

OUT OF 300,000 INHABITANTS ONLY 11,500 VOTED, AND THE CITY MUST NOW PAY THE PENALTY FOR THOSE WHO SHIRKED THEIR DUTIES.

By W. D. HOFFMAN, President, Atlanta Chamber of Commerce.

Atlanta, as you know, has for several years been an open-shop city; that is, we have an Atlanta Federation of Trades, which is headed by some very able men, and while only about 10 to 15 per cent of the skilled labor of the city is organized, they have always worked peacefully on contracts where non-union labor was also employed. As an example, we have buildings where the bricklayers are union men and they work side by side with the non-union carpenters. On the employers' side they have always maintained a broad-minded attitude, and men who carry union cards were given employment without any question. There has been no attempt on the part of the employers to force union men out of employment, and on general contracts where a sub-contractor employed union men only no attempt was made to force him to use non-union men simply because the job was an open-shop job. The fact of the matter is, Atlanta has been an ideal open-shop town, where organized labor was recognized and respected, but no attempt was made to interfere with the non-union employee.

Several years ago certain Red elements conducted a strike with our public-service corporation, when considerable violence took place; the strike failed and did not extend to the other trades; in fact, the organized labor of the other trades showed considerable wisdom in avoiding any contact with this bad element, which has been the cause of this trouble. During this time some of the leading employers formed an employers' association and installed a secretary, who was supposed to keep in touch with the situation and preserve the peaceful relations. For a period of several years nothing occurred to even give this organization anything to do, and it gradually disbanded. There was another organization known as the Good-Will Council, composed of members of organized labor, employers and the citizens, but this organization never had much to do, and therefore did not accomplish anything.

Within the last year or two in the building trades Atlanta has had very active business and it has attracted a number of out-of-town contracting firms, who do business on a large scale and are in a position to finance their work. They have been very welcome in Atlanta and nearly all of them work on the closed-shop plan, i. e., they employ union men. In their early work they did not observe this rule strictly in Atlanta and used non-union men in some of their work, over which no question was raised; however, the Bolshevik element, above referred to as the cause of the early trouble, had been quietly working along political lines, and through the indifference of the voters in Atlanta has succeeded in getting about 80 per cent of the City Council enlisted. An illustration of this is seen in the following:

Atlanta has a voting strength of 80,000. At our bond election this spring, after an intensive campaign, we got 15,000 to register and 11,500 voted. The city employees were thoroughly organized, including the police force, firemen and all other city employees, numbering about 4000, and they controlled through their friends and families about 4000 more, so you will readily see they have a voting strength of 8000 in a total registration of 15,000 and, therefore, politically dominated a city of 300,000. Just as soon as this strength was assured a series of the most arbitrary and anarchistic ordinances were brought into the City Council. These were so ignorantly formed that they were defeated by injunctions, but unfortunately they occurred right in the middle of our Atlanta advertising campaign and gave the city anything but a good reputation to the prospective resident.

One or two of the large foreign contractors were using non-union labor, and while nothing could be done to inter-

fere with their work here, sympathetic strikes were called in other cities where they had worked, with an endeavor to force them to make their jobs here closed shop.

The Chamber of Commerce has always stood for peaceful relations. Members of the Atlanta Federation of Trades are always welcome guests at our building and at all of our functions. In certain cases where contractors came to the city and invited their union employes from other places to come, the Chamber of Commerce stood firmly to the adherence of these practices, and in one case where a contractor found that he could save money by ignoring his agreement with his union employes, the Chamber of Commerce stood out to defend these men as their idea of the real open-shop principle. On the other hand, when the mayor and city council passed resolutions demanding that outside contractors employ only union men we resented this, and when recently the city council passed an ordinance by which only a union scale of wages and hours would be permitted on any new construction work under our recent bond issue and the ordinance was so loosely drawn that it could be used as a means for abrogating a contract as well as forcing the contractors to use only union material, we passed resolutions condemning this and putting ourselves on record as standing for the peaceful conditions which had existed here for many years. We believe the ordinance is unconstitutional and is a restriction on the rights of our citizens. If they attempt to enforce it, it will be enjoined and fought out in the highest courts.

The unfortunate part of it all is that the Chamber of Commerce is perfectly willing to see the highest rate of wages paid to the wage-earners, but it is absolutely opposed to any legislation on this subject. An experience in the past shows that where the so-called union scale is earned, it is cheerfully paid. We had one experience some years ago with a cyclorama building, which was a city enterprise, and the contractor was forced to pay the so-called union scale to a class of labor which was entirely unfit for this rate, and the result was that the cost of the building exceeded the estimate by about 40 per cent.

The present ordinance, if adhered to, will reduce the amount of new work we can do by from one-fourth to one-third, and in the case of our schools, of which we are in desperate need, it will eliminate three elementary schools from the program. It is not a movement to secure greater efficiency. It simply means forcing the taxpayers of the city to pay for something they do not get and creating a privileged class among the workers who are not really earning their rate of pay. It is supported by only 10 per cent of the skilled workers of the city. The new Sears-Roebuck Building, which was constructed by a Chicago contractor with union labor, is a very fine piece of work, completed in less time than any building in this section; however, this was not on account of organized labor doing the work, but it was built with three shifts of men, working eight hours each of the 24, with the most elaborate organization for carrying on this work and a system of securing materials and delivering them which was beyond the possibilities of any other contractor we know. It was undoubtedly expensive, but the results were worth the expense, and this is no standard by which to measure the ordinary building of this city.

To conclude, the Chamber of Commerce stands for peace and will resent the interference with the peaceful relations by the political Bolshevik element among the industrial workers or an arbitrary, overbearing attitude on the part of the employers.

[From the Baptist Times of London, England.]

The Secret of High Wages.

In a recent article in our columns, the Rev. J. Glynn Edwards discussed the commercial prosperity of America and referred to a book published a few months ago by two engineers who had visited the United States for the purpose of studying the industrial position. The conclusion they arrived at was that America's unexampled prosperity was due to the policy of manufacturers like Henry Ford, who aimed at increasing output and lowering prices by paying high wages. This article came under the notice of Richard H. Edmonds of Baltimore, the editor of the MANUFACTURERS RECORD, one of the leading trade journals in the states, and he sends us the following note on the subject, which will be read with interest:

"I believe low wages are in the end the costliest wages and that high wages are in the end the lowest wages. The American working people are getting wages far beyond what any other working people have ever had in the whole world's history. It is giving them opportunities for themselves and their wives and children for advancement in education and in material things largely responsible for the nation-wide prosperity of this country.

"High wages mean increased productive power, stimulation of mind and body on the part of the laborer; the creation of a spirit of enthusiasm for his work; the satisfaction of knowing that his family can be cared for in comfort.

"High wages can be made a blessing of unspeakable value to the whole world. I do not know that the United States can render any greater service to the world than by the maintenance of high wages, producing throughout the world a spirit of dissatisfaction among laboring people until some way has been found by which these laboring people of other lands can, through high wages, secure such benefits as the American working people enjoy. As we hold aloft the banner of high wages we are creating among the laboring people of Europe and the Orient a desire for wages more commensurate with the work they are doing; wages which will give them benefits somewhat comparable with those which the American working people enjoy.

"These high wages mean increased consumptive as well as productive power. They mean better homes, better food, better clothing, better education and a thousand and one other comforts which the laboring people of no other region on earth enjoy at present. If the wages of other countries can by our example gradually be lifted to a higher plane, there will come such a world-wide increase in prosperity and in consumptive power that all of the agricultural and business interests of the world will be crowded and taxed to the limit to produce the things which these high wages will demand. With increased wages there will come a larger demand for foodstuffs, for clothing, for better homes and for all other comforts of civilization.

"With increased wages in this country during the last few years there has been a steady increase in our prosperity, an increase in our consuming power and many blessings denied in former years to our own laboring people under lower wages and completely denied up to the present time among the low-wage people of Europe and of the Orient.

"I know the proposition is difficult for England and the Continent to solve; I know that you are faced with conditions that make your employers feel that high wages are not feasible; but I believe that employers can render no greater service to themselves, to their employees and to the world than to pay the highest possible wages which their industry can support, and in doing so create a greater productive power on the part of their employees.

"It is merely the question of the Golden Rule. Employers may well ask themselves the question: Am I paying to my employees the utmost in my power, following the teachings of the Golden Rule, to do unto others as we would that others should do unto us? There is a great moral issue involved, as well as a great economic issue, and anything that helps, even from the economic point of view, to bring about higher wages throughout the world will vastly increase the world's material prosperity while upbuilding the ethical and moral forces of mankind."

More Banks Reopened in Georgia and Florida.

A press dispatch from Atlanta says that the following banks, which closed recently, have been reopened: Lakewood Bank, near Atlanta; Turner County Bank, Ashburn, Ga.; State Bank of Cochran, Cochran, Ga.; Habersham Bank, Clarksville, Ga.; Cornelia Bank, Cornelia, Ga.; Demorest branch of Cornelia Bank, Demorest, Ga.; Bank of Hazelhurst, Hazelhurst, Ga.; Bank of Lula, Lula, Ga.; Planters Bank, Pavo, Ga.; Exchange Bank, Sycamore, Ga.; Merchants and Planters Bank, Whigham, Ga. Most of these banks were previously reported as making arrangements to reopen. The announcement was from the liquidation office of the State Banking Department.

The Bank of Stapleton, Stapleton, Ga., is also reported to have reopened.

At Tavares, Fla., the Bank of Tavares reopened August 26 after being closed over a month. A total of \$150,000 deposits on the first day from the hour of opening until 1 P. M. is reported. In the afternoon there was a local parade of automobiles, with banners announcing the opening, and later the party visited the towns of Eustis, Umatilla and Mount Dora. The night before the bank reopened representations of huge footprints were painted on sidewalks and crossings to indicate that "the ghost walked" once more.

Arrangements are being made to reopen the banks at Mount Dora, Umatilla and Eustis. The bank at Clermont, Fla., has also reopened.

Atlantic Deeper Waterways Meeting.

Richmond, Va.—An extensive program has been arranged for the annual convention of the Atlantic Deeper Waterways Association to be held in this city on September 14, 15, 16 and 17. Delegates will assemble on September 14, most of the day to be given over to an excursion on the James River, with an informal reception in the evening at the Jefferson Hotel. The convention will assemble in the auditorium of the hotel on the morning of the 15th and will be welcomed by the Mayor of Richmond and the Governor of Virginia. In the evening Governor Byrd will tender a reception to delegates at the Executive Mansion.

Business sessions will be resumed on the morning of the 16th, and in the afternoon delegates will visit the battlefields in the vicinity of Richmond. The closing business session will be held on the morning of the 17th. J. Hampton Moore of Philadelphia is president of the association.

Contract for \$1,200,000 Building in New Orleans.

New Orleans, La.—General contract has been awarded by New Orleans Public Service, Inc., to the George J. Glover Company, Inc., at \$1,200,000 for the erection of its proposed office building at Baronne and Union streets, this city. The building will be eight stories, fireproof, of reinforced concrete, steel and brick, with stone trim. The foundation will be of sufficient weight and strength to support four additional stories, and five elevators will be installed. Favrot & Livaudais, Ltd., are the architects.

12-Story Apartment for Orlando.

Orlando, Fla.—Details are being arranged by R. T. Peddicord of this city for the erection of a 12-story co-operative apartment building here. Tentative plans for this structure provide space on the first floor for stores and on the second floor for offices, while the remaining floors will be devoted to apartments, ranging from three to six rooms. There will be a roof garden for the use of the apartment owners. An oil-burning heating system will be installed and an incinerator with automatic drops from individual apartments.

Need for a National Policy in Development of Water Resources.

"The time has come," says Secretary of Commerce Herbert Hoover, "when we must take an enlarged vision of the future development of our water resources—inland waterborne transportation, power, irrigation, reclamation and flood control. We have arrived at a new era in this development. We must formulate a new and broad national program for the full utilization of our streams, our rivers and our lakes.

"Water is today our greatest undeveloped resource. Our streams and rivers offer us a possible total of 55,000,000 horsepower, and of this less than 11,000,000 has been developed. Of our 25,000 miles of possible inland waterways probably less than 7000 are really modernized, and the utility of much of these 7000 miles is minimized by their isolation into segments of what should be connected transportation systems.

"We still have 30,000,000 acres of possible reclaimable and irrigable lands. And these water resources lie in every part of the Union.

"Every drop of water that runs to the sea without yielding its full commercial returns to the nation is an economic loss, and that loss in all its economic implications can be computed in billions."

For a century and a half, says Mr. Hoover, we have concentrated all our energies upon the development of our land and our mineral resources. "Almost unnoticed, the progress of science and engineering has revolutionized the possibilities of our water resources. Inventions in construction methods and tools enable us to economically deepen channels and safely construct great dams. These advances, together with improvements in water craft, enable us to transform the local packet boat into transportation systems for great trains of barges and oceangoing vessels. * * * It is demonstrated by actual rates current today that we can carry 1000 bushels of wheat 1000 miles upon lake and ocean steamers for \$25 to \$30 and on modern barges for \$60 and \$70, as against \$150 to \$200 by rail."

The day has passed for the development of single, isolated power, irrigation or navigation projects. "The time has come when we must think in terms of long-view development of each river system to its maximum utilization."

The possibilities of our water resources lie in navigation, flood control, reclamation, irrigation and electrical power. Some drainage systems contain a few of these possibilities; some contain all of them. In Mr. Hoover's words, "each system must be considered as a whole and organized for the maximum results.

"The actual structures required for water resources consist primarily of dams, canals, locks or channels. Their placement without regard to the ultimate full development of all possibilities of a drainage system results only in incurable losses."

For the best possible development of each drainage basin, Mr. Hoover pointed out that we do not need detailed engineering plans. What we do need is such a survey on each river system as that which has been carried out on the Tennessee River basin, to determine the power available, the maximum and minimum flow, the best locations for and heights of dams, the navigable extent and best depth of channel and location of locks, the drainage or reclamation work feasible, the necessity for and best means of flood control or the best combination of such of these purposes as are suitable to the river system.

It is not Mr. Hoover's idea that all possible work should be done at once. At this time we could not use all the potential hydro-power or all the potential waterways or all the

irrigable or reclaimable land. But, he says, "We will need the whole of it within half a generation. At this moment we have the urgent need for beginning certain major projects, which will in themselves require years for completion." In other words, in order that future growth may be healthy and unfettered, we must begin now to plan and to build for that growth.

Some of the major projects that Mr. Hoover listed as coming within the range of his discussion were: Boulder Canyon dam and subsidiary works, Columbia River basin, with 2,500,000 potential horsepower and 1,750,000 acres of land added to intensive agriculture; the Mississippi system, an immense artery of waterborne commerce from the Great Lakes to the Gulf of Mexico and from Pittsburgh to Kansas City (and potentially far beyond Kansas City), with tributaries aggregating 9000 miles of waterways in the heart of the nation; with additional possibilities of flood control, reclamation and power; the Great Lakes system, greatest inland waterway in the world, serving 18 states but now separated from ocean commerce by 11 and 12 foot canals; the Tennessee and Cumberland rivers, where, "if adequate headwater storage were provided and power dams properly located, a total of about 3,000,000 of horsepower could be developed, Nashville and Chattanooga placed upon modern water transportation and the floods of the Mississippi mitigated."

The Northwest, said Mr. Hoover, is closely concerned with the development of such waterways, even though they be for the most part at a distance. That section ships south and east vast quantities of such heavy, bulky products as timber and grain, which should move by water; it imports such bulky materials as machinery, fertilizer and coal, which should likewise move by water. It consumes large quantities of products whose cost includes the cost of hydro or steam power.

Agriculture is deeply interested in such developments, for the electricity that may be made available on the farm, for the lowering of costs of manufacture by abundant, cheap power; for transportation for those of its needs, such as fertilizer, and those of its products, such as grain, as can profitably move by water. Says Mr. Hoover:

"There are many who today contend that, inasmuch as American farmers are already overproducing, the opening of more land to irrigation would be the farmer's ruin. It is overproducing. And I may say at once that if by a magic wand we could bring the 30,000,000 acres of lands which may still be reclaimed and irrigated into orchards and fields within the next 24 hours—or the next 10 years—I should be for suppressing the wand. But there is no magic wand in water development. The only wand we have is made of steam shovels and concrete; it moves slowly. It takes time to build dams and canals and to plant orchards. If we were to start tomorrow on a more vigorous campaign in our major projects of water development, it would not affect the agricultural production of the United States for another 10 years. If it were carried out steadily under a definite national program, we would not make all of these lands usable under another 50 years, and in that time the population of the United States will have doubled. The easily cultivated land in the United States today is largely occupied. All of the intensive production which irrigation projects promise will be needed for the increase in population. It is my view that within another 10 years we will be stimulating agricultural production in the United States in order that we may maintain our independence in food supplies.

"Nor is there any reason for anxiety by our railways over

the improvement of inland waterways. Already our great railway gateways and terminals are showing signs of congestion. Our traffic in 25 years has grown from 114,000,000,000 ton-miles to 414,000,000,000 ton-miles, or it has more than tripled. At a much less rate of increase we must within another quarter of a century provide for expansion in facilities to handle at least double what we are moving today. Our present railways will obviously be inadequate to meet that task. The expansion of railway terminals to accommodate the growth of the next quarter of a century will be accomplished at enormously increasing costs because of the increase of land values in our cities. And the waterways, because they furnish continuous terminals spread along the whole waterfronts of our towns, go far to solve the problem of increased terminals and crowded streets.

"Furthermore, if we would provide for the 40,000,000 of increased population that this coming quarter of a century will bring us, we must either build more trunk line of railway systems or we must improve our waterways to take part of the burden. I believe any study of the comparative capital outlay will show that to duplicate this proposed comprehensive inland water system by rails would cost three times as much as to complete the waterways. And waterways will move any goods more cheaply. Nor is this in any wise a statement that our railways must not be under constant development, for they obviously reach scores of millions of people that are untouched by the waterways and they perform many services that our waterways cannot undertake.

"Nor do we need to overstate the importance of waterborne facilities in relation to our other transportation systems—our railways and highways. Let us get into the proper setting. Taking the country as a whole, the railways and highways must ever bear the major burden of our internal traffic. And there are many classes of goods which will always go by rail even parallel with the waterways. But equally wrong are those who do not accord internal waterways a great and increasing future in transportation.

"And here is an old saying that is true: New transportation facilities create business. It is well proved by our new highways. At one time in our history we practically abandoned the highways and waterways for railways. The invention of the gas engine has restored our highways and multiplied their traffic ten thousand-fold. Yet the total mileage of passengers and goods on our railways has never been so great as now. In the same way, with greater depths and with the improvement in craft, it is possible to restore our waterways. Nor will this jeopardize the prosperity of our railways, as some predict."

Georgia Display at National Dairy Show in Detroit.

Atlanta, Ga., September 4—[Special.]—For the third consecutive year advantages of Georgia as a dairy section will be shown by the Georgia Association in a display at the National Dairy Show at Detroit, Mich., for the week of October 6-13. The display of the Georgia Association this year will center around the great variety of feed crops that can be produced in Georgia and economy of production. Several thousand copies of a special "livestock" issue of the Georgia Magazine, official organ of the association, will be distributed to visitors.

Co-operating with the association in making this exhibit will be the Telfair County Board of Trade at McRae, Georgia State College of Agriculture, the Georgia State Department of Agriculture, Atlanta, Birmingham and Atlantic Railroad, Atlanta and West Point Railroad, Seaboard Air Line and other railroads in the state. Five hundred square feet of floor space will be taken.

\$2,000,000 Building for Oklahoma City.

General contract has recently been awarded to the Manhattan Construction Company of Muskogee, Okla., for the erection of a \$2,000,000 store and office building to be



NEW 12-STORY OFFICE BUILDING TO BE ERECTED.

erected in Oklahoma City for Mrs. R. Perrine of that city. The structure will be 124 by 140 feet, 12 stories, fireproof, of stone and brick construction on a concrete frame, with marble, terrazzo and cement floors, composition roof and concrete foundation. Hawk & Parr of Oklahoma City are the architects and Hans von Unwerth of Kansas City, Mo., is the engineer.

Contracts for \$150,000 Dormitory.

East Radford, Va.—General contract for the erection of a \$150,000 dormitory here for the State Teachers' College, which was awarded to Beeler & Co. of Johnson City, Tenn., has been sublet by the Beeler Company to J. D. Huffard of Pulaski, Va., who has awarded contract to C. Grady Cates of Roanoke for the following: Corrugated reinforcing steel, steel floor clips, waterproofing and concrete coloring, incinerator, metal lath, kalamein and tin-clad doors, angle lintels, stairways and brass thresholds. The building will be fireproof, about 85 by 166 feet, three stories and basement, concrete and brick, with concrete and stone foundation and tile or slate roof. J. F. McTier of Roanoke is the architect.

Tank Company Has \$2,000,000 Expansion Program.

Kansas City, Mo.—As a temporary measure to meet the need of more floor space, the Columbian Steel Tank Company of this city will add another story to a new four-story building on West 12th street, increasing the floor space from 72,000 to 90,000 square feet. A \$2,000,000 building plan has been decided on by the company, one unit of the group having already been erected. Construction of other buildings will go forward next spring, it is said, the units to be erected consecutively and the operation to extend over a period.

Further Discussion Pro and Con of the Debts of the Allies.

America's War Debt.

By CHARLES JOHNSTON, 26 Washington Square, New York.

[In sending the following article to the MANUFACTURERS RECORD, Mr. Johnston writes: "I should like to make this contribution to the work you are doing for the nation's honor."—Editor MANUFACTURERS RECORD.]

When this nation declared war against Germany, and through the months that followed, America attained and held a high level of spiritual consciousness, a clear vision of the eternal issues of right and wrong. The nation manfully undertook the task of forming a great army; millions of young men entered the army ready to give their lives for the cause of righteousness and honor. Civilians worked with heroic zeal to prepare the thousand things an army needs. And the whole nation, with fine generosity, rose to the task of providing money for the common cause in the drives for Liberty bonds.

Liberty bonds—the name is significant. It records for all time what was then our ideal as a nation, our estimate of the meaning of the war; a war for liberty, ours and the world's, against a deliberate purpose of enslavement, destruction, spoliation. Our own liberty had been attacked, our ships sunk without trace, our nationals murdered on the high seas, in violation even of the grim laws of war. It was our war, and the conscience of America knew it, late in the day, but not too late. The Allies still held the line with magnificent valor. We were awake at last to the true issue, but we had no army, no guns, no shells, only a handful of men to defend our freedom.

When money was raised to equip our army we saw with generous clearness that we must help the Allies also, and at once. In that day of national awakening we were full of protestations, then altogether sincere, that the funds advanced were our contribution; that this was not a common loan. These protestations, in and out of Congress, are on record. That is one aspect of the debt problem of the war.

But there is another aspect, and a deeper. Until June, 1918, we could put no forces on the battle line. It was our war, but we were not fighting. The cause of liberty was defended, not by us but by the Allies, who had been fighting without respite since August, 1914. Their record is written in battle deaths—for France, more than a million and a quarter; for England, more than a million. Our own toll of battle deaths for the whole war is estimated at 50,000.

We rightly reverence our gold-star mothers; we honor our Unknown Soldier. What of the gold-star mothers in England, in France, mothers in each nation of a million sons? France, with a third of our population, gave a million and a quarter men, besides those maimed for life. We gave 50,000.

Liberty bonds; money contributed to defend the liberty of the human spirit, the liberty of honor. But the million battle dead of England, the million and a quarter of France's battle dead are their contribution, their Liberty bonds, and pay-

ment is due—from us. They died because we were unprepared; because for three long years we were blind to the issue of honor. There was no reason valid in the spring of 1917 for our entering the war that was not valid the day the Lusitania sank. We saw this later, but for years, as a nation, we were blind. And through these years they died like heroes.

These nobler Liberty bonds, owed by us to the Allies, can never be paid. We cannot bring to life again the millions of England and of France and of all the Allies who died for liberty because we were unprepared, because we were supine and blind. We cannot meet this nobler obligation, but we can recognize it as a debt of honor.

In the history of nations there are critical hours, the right meeting of which decides spiritual issues for centuries to come. The way in which they meet these tests determines whether the nations shall keep or lose their souls. If they fail, grossly stumbling into dishonor, they may continue their material existence, may even prosper and grow fat, but such a nation is a body without a soul. Even though historians condone, eternal justice will utter the true verdict. America as a nation faces such a test. The battle dead of the Allies, of England, of France, are the debt we owe—the nobler Liberty bonds, signed on the field of honor with their blood. We cannot pay them at par, life for life; we cannot pay at all.

But we still have this choice: To recognize this incalculable obligation as a debt of honor or to repudiate. And repudiation will mean, for our national life and future, indelible shame.

Should Not Press Claims That the Allies Do Not Morally Owe.

Mississippi Power Company:

Gulfport, Miss., August 27.

Editor Manufacturers Record:

Please permit me to add my endorsement to the great fight you are making for the cancellation of European war debts. Ultimately the people of the United States will realize the disproportionate contribution they made to a common cause, but the tragedy of the thing is that when cancellation is finally effected it will probably not restore good-will or be accepted as a nation's purpose to be just. I hope our policy will change before we shall have exhausted every resource at hand to collect from insolvent friends claims they morally do not owe. It will then be too late to get credit for magnanimity.

B. E. EATON, President.

The Number Is Ever Increasing.

Georgia Highway Association.

Athens, Ga., August 31.

Editor Manufacturers Record:

Just a few words to say Amen to your stand on the "World's Greatest Economic Issue."

I heartily commend you in your cablegram to Clemenceau.

R. D. MILLER.

Let Us Safeguard the Destiny of This Country and Follow the Sermon on the Mount, Is the Plea of a North Carolina Physician.

Charlotte, N. C., August 25.

Editor Manufacturers Record:

In view of the widespread interest in the matter of Allied indebtedness and the unpopularity of American citizens abroad, I wish to ask a little space in your publication for a brief article.

I do not pose as an expert on finance, neither am I an ex-soldier, and the only excuse I can offer for entering this discussion is that I am an American citizen who loves his country first, last and always, and that my father had five sons who wore their country's uniform in 1918 and two others who offered their services without acceptance.

In approaching this vital question our officials should be open-minded and fair, for decisions made on the question of Allied indebtedness may be most far-reaching in their effects. Credit must be given where credit is due, and in the case of some of our Allies, particularly so in the case of France, much is to be placed on the credit side of our ledger. We must not restrict our consideration merely to happenings within the past decade, but must go back to the stirring events of Revolutionary days.

I am aware of the sentiment entertained toward France by many of our returned soldiers. Also do I remember the attitude toward us of many of the nations of the world because of our delayed participation in the struggle for democracy.

Can we ever lose sight of the contribution of France so lavishly given in the epochal struggle at Yorktown in 1781, where America's liberty hung in the balance? The eagle of victory would never have perched on the American banner but for the seven French infantry regiments on the firing line and the French battle cruisers that swung like guardian angels in Yorktown harbor sheltering Washington's serried lines from marine assault at the hands of the English fleet. Defeat by the army of Cornwallis at that time may have meant subordination to the British Crown, even to the present day. We are prone to forget the priceless service rendered by the adroit chieftain, Lafayette, to the colonies in their hour of gloom. This great-hearted Frenchman at one time bought uniforms for his half-naked American soldiers with money from his own pocket. It has been said that France helped America to independence, not because of love for America but because of hatred toward her traditional enemy, Great Britain. Be this as it may, we were the beneficiaries of valiant service timely rendered. In the urge that placed America's youth on the "frontier of freedom" in 1918 there was more than altruistic ideals toward France and Belgium. Had this not been the case American rifles would have appeared in Europe immediately on the violation of Belgium's neutrality, as our people were called on for progressively larger contributions toward training and equipping our army.

We were assured that dollars were saving American boys. True also it is that the money and equipment that went overseas to our Allies was saving these same boys in the proportion that it enabled the Belgians to hold the mud-soaked trenches around Ypres and helped the British eliminate enemy man-power by her terrific assaults on the Boche lines at Loos and on the Somme River. Many Americans believed, as did the English, that honor demanded that America cast her lot with the Allies after the sinking of the Lusitania, with its cargo of American and English citizens.

The confidence and esteem of the French for America was reflected in the press of that country, which said "America can be depended on to handle this question of her honor." If the war was not America's after the sinking of the Lusitania,

certainly it was after March, 1917. It will be recalled that the first real fighting done by American troops was when the Twenty-sixth New England Division engaged the enemy at Seicheprey, France, May 20, 1918, followed a few days later by a powerful stroke against the Kaiser's men at Cantigny.

During those 13 months of passive warfare on the part of America, our debtors waded through some of the bloodiest periods of the war. While our men were being trained in safety behind the living wall thrown across Belgium and France, fully a quarter of a million men fell under the Tricolor. The toll exacted during this period from the United Kingdom, Belgium and Italy was almost proportionately large. We people back here in sheltered America, making more money than ever and enjoying luxuries we had never dreamed of, could scarcely appreciate the utter gloom that must have hung like a pall over the Allied armies as they waited and longed for help that was so slow in coming. With lines strained almost to the breaking point and fresh divisions from Hindenburg's army—encouraged by recent slaughter of the Russian Bear—constantly reinforcing the already powerful Teuton lines, it seems remarkable that Foch's hard-pressed armies did not give up in despair. Even in the face of all this there was no hysterical outcry on the part of England or France, nor a demand that untrained American boys be thrown into the maelstrom of battle to serve as "cannon fodder" for German gunners. Only fidelity to their cause and willingness to engage the enemy saved American young manhood from such tempests of destruction as raged against the French at Verdun and the British near Amiens.

It is undoubtedly true that Belgium and France owe their national life to our invincible combat divisions that hurled back the onrushing gray waves at Chateau-Thierry and Belleau Wood. Is it possible that the balanced minds of Europe ever forget or cease to honor these same American boys, who in the maze of the Argonne Forest, forced from the reluctant German Army staff the fateful message: "Numerous American divisions attacking on a narrow front have broken through our artillery positions?"

It is true that America received no money or territory for her participation in the struggle, but in helping defeat Germany she regained the respect that she was rapidly losing. She avenged the murder of her citizens and saved herself from being committed to a policy of militarism which would have entailed compulsory military service, with its accompanying appropriations of hundreds of millions of dollars. In addition to this, had the Allies lost the war an indemnity of uncertain proportions would have been demanded from this country.

It is presumed that not a little of our widespread unpopularity is due to claims being made here and abroad that America won the war. Such claims will not strengthen our position in the world, but will cause a flare-up of dormant ill-will. On this point we Americans can with confidence await the verdict of history. However, it can be stated with reasonable accuracy that had the Belgian Army not held the crack German Army corps at Liege for 11 days there would have been no victory for any single Allied nation to lay claim to.

The same might be said of the French Army at the Marne or the sturdy Britons under General French, whose sledgehammer blows prevented the Teuton hosts from occupying the Channel ports. It is only when we compare our total losses from all causes of approximately 100,000 men with the nearly 2,000,000 sustained each by England, Russia and France that we realize the extent of our debtors' sacrifices. In the calm following the excitement of war these nations mourned more acutely their glorious dead.

Many of us over here do not blame these nations, poor in money, but rich in honor, for feeling that their rich and prosperous Ally should assume a more generous attitude toward them in their hour of financial depression. Of course,

our money can't bring back their dead, but it can relieve much of their embarrassment, and at the same time prove to the world that America is willing to do all that is humanly possible for her wartime associates. Today our credit and cash may win for us that which later on great military power may be unable to attain. Good-will earned at this time may weather many future storms.

Unless history fails to repeat itself at no distant day, the nations of the earth will again assemble for another Armageddon, and what nation or nations will be in the vortex of such a conflict can only be conjectured. If such a day ever comes, who knows but that big, rich Uncle Sam may cast longing eyes across the blue eastern horizon for help. Will it come?

Until all men are willing to abide by the principles of the Sermon on the Mount, there will be conflicts of human passion and war. Let us in every possible way safeguard the destiny of this great country. We can do it by treating other nations, both great and small, as we would have them treat us.

W. W. CRAVEN, M. D.

Rising Tide of Sentiment for Cancellation of War Debts.

Philip W. Henry, C. E.,
111 Broadway.

New York, August 26.

Editor Manufacturers Record:

I congratulate you on your issue of the August 19, which contains articles on inter-Allied debts. I do not believe that the economic phase of the problem has ever been put forth more temperately and conclusively than in Mr. Eckel's article.

I was lunching today with Herbert S. H. Houston and called his attention to your issue, and as he was much interested he said he was going to write you for a copy.

I am surprised at the tendency toward cancellation, which is now in evidence—a marked change from the situation of even a year ago. When Mr. Bok offered his peace prize I had the temerity to point out that the cancellation of the inter-Allied debts would be the best contribution that the United States could make in the interest of peace, inasmuch as it would permit reparations to be placed at a figure that Germany would not only be able to pay but would be willing to pay. This point of view, however, was not acceptable, as at that time everyone looked to the League of Nations as the great preserver of peace of the world.

I have never been able to understand why our Allies have not insisted that payment should be made in materials, duty free. After all, what they borrowed were materials purchased at high prices against which they exacted no tariff on entering their countries. Should they not be privileged to repay in materials without our putting up a tariff barrier, thus actually increasing the principal of the loan?

I wish that your issue could be read by every Senator, Congressman, member of the Cabinet, as well as by the President.

PHILIP W. HENRY.

Growing Sentiment for Our Position.

Atlanta, Ga., August 23.

Editor Manufacturers Record:

I made a speech last night to a big crowd of people in south Georgia, in which I referred to your position on the French debt, and was greatly pleased to find how cordial was the response from the big business men of the town, as well as the professional men, including the judge of the circuit.

LOUIE D. NEWTON.

Claims, and Rightly, We Think, That the Allies Did Save America.

San Diego, Cal., August 25.

Editor Manufacturers Record:

Arthur Brisbane recently told his 5,000,000 American readers that "France saved England from defeat—nobody saved America from German invasion; even the most sentimental old lady would not suggest it, now that war hysteria has blown over."

Mr. Brisbane is entirely mistaken in both his assertions. Germany sent what was supposed to be the most powerful army in the world directly against France, and the Kaiser expected to be in Paris in six weeks. England rushed her small army of 150,000 men to save France and hold up the Germans at the battle of the Marne and then raised an army of 3,000,000 men and fought side by side with the French for four years, and when both sides were utterly exhausted and the scales were evenly balanced, America sent her army of newly trained men and turned the scales against the Germans.

When the war started Winston Churchill of the English Government, in an interview with American reporters, said: "We are fighting for our lives and it will be your turn next."

The United States Ambassador to Germany, James W. Gerard, who lived several years in Berlin, ought to know the truth when he said on April 26, 1917 (see International News Service), "I know, if we had remained out of this war we would have been attacked by Germany. Knowing the mind of Germany, I say that the feeling toward America was expressed by Admiral von Tirpitz in a published interview circulated all over Germany, in which he urged the capture of the British fleet and its absorption into the German Navy and then a grand offensive against the United States to make America pay for the war. The German military caste hates the very name of America, and if we had not gone into this war, Germany would have come over here to attack us and have done so with the applause of the rest of the world."

Now, sir, nobody can doubt the truth of Ambassador Gerard's words and that he knew what he was talking about a great deal better than Mr. Brisbane.

Thus it really comes to this: That for four years England and France, while fighting in the first place to save themselves, were incidentally fighting to save America from being invaded and made to pay a fifty-billion war indemnity.

What bearing these facts ought to have in our relation of creditors asking the Allies to pay us for saving them, your readers must judge for themselves.

F. A. BINNEY.

P. S.—The above letter was refused publication by the Los Angeles Times, New York World, San Diego Union and several other prominent papers.

They Were, He Says, Fighting Our Battles.

Baltimore, Md., August 25.

Editor Manufacturers Record:

I heartily endorse your suggestion that we should cancel all debts owing to us by the Allies for supplies sent them during the great World War.

As our Congress returned to China \$12,000,000 (being one-half the amount awarded us as indemnity on account of the Boxer uprising), so I earnestly believe that our Government should cancel every dollar of indebtedness to us incurred by the allied nations in the World War, and this for two reasons:

Because they were really fighting *our* battles before we were prepared to go into the contest.

Because it would be a gracious act of sacrificial love which

would tend more for permanent international peace than anything else that could be done.

I hope you will continue to press this matter before our people and, if possible, before our houses of Congress.

J. HARRY DEEMS.

The Right of American People Freely to Express Their Opinion Has Not Been Destroyed.

Raymond M. Hudson,
Attorney at Law.

Washington, August 27.

Editor Manufacturers Record:

I have read with considerable pleasure and amusement the approvals and criticisms published of your famous Clemenceau cable.

I wish to congratulate you on the courageous and masterful manner in which you so fully and eloquently transmitted the views of yourself and many million other Americans on the war debt settlements. I cannot see any reason for criticism of a prominent American citizen like you publicly sending to a prominent French citizen like M. Clemenceau the opinion of yourself and millions of fellow-citizens on a big question of vital interest to the people of both nations, especially as no pretense was made that either of you were acting on behalf of the Government.

While I have not studied the question sufficiently as yet to have a confident opinion as to releasing all the war debts, still I believe it better to cancel them than to exact from any nation terms which either it or its people feel are neither fair or just, this on the principle of public policy and good business for the creditor nation of the world.

Since when has our Government ceased to be one of free opinion, free speech and free press, a government of the people, for the people and by the people, notwithstanding the President has recently undertaken to dictate what freeborn American citizens should do and should not do, should say and should not say while in Europe, and more recently to dictate to the newspapers what they should print and should not print? Probably he prefers the policies of Mussolini and Kemal Pasha to those of Jefferson and Lincoln. I have not heard of anyone criticising General Lafayette because he as a prominent French citizen, not only expressed his opinion verbally on great questions vitally important to both America and France, but he also came over here and wrote them in words of blood, and British blood, too.

Every so often our Government endeavors to conduct matters and carry out policies contrary to the opinion of the great body of our people, but I have yet to see in history where the American people or any individuals thereof have, for that reason, stopped stating their opinions either publicly or privately. It will be a sad day when they have to quit.

Recently the New York Times published an extensive article by a strong writer intimately informed on Chinese affairs, in which it was stated and the reasons given that the Chinese people have a very warm feeling for and confidence in our people, believing that we are sympathetic with them and endeavoring to help them help themselves, while, on the other hand, they believe our Government is not sympathetic but is permitting itself to be used for the benefit of foreign predatory powers and interests now preying on China. Still no one has criticised that writer, and rightly, because it is the inherent right of American citizens to express their opinions, either privately or publicly, or to the Government itself or to citizens of other nations.

I glory in your courageous manhood, openly expressed on all great questions affecting our people and nation.

RAYMOND M. HUDSON.

Public Sentiment Is Rapidly Changing.

The Arkansas Methodist.

Little Rock, Ark., August 26.

Editor Manufacturers Record:

You are doing a great work in the discussions in your journal of such questions as the Allies' debts, and it is a pleasure for me to help in any way possible. I doubt whether we can change public sentiment, but we can clear our own consciences by trying, and we may at last succeed.

A. C. MILLAR, Editor.

To Cancel Debts Would Be Greatest Contribution to World Peace.

Los Angeles, Cal., August 21.

Editor Manufacturers Record:

Thanks to the MANUFACTURERS RECORD for siding with that "Grand Old Tiger" Clemenceau, and for advocating the cancelling of all debts of the Allies to America. I believe that for us to cancel those debts would be our greatest contribution toward a "world peace."

BURT FREEMAN.

Believes Right Will Prevail if the Bible Is True.

Jas. Gould.

Pine Bluff, Ark., August 21.

Editor Manufacturers Record:

I do not care for publicity, yet there are times when my soul revolts at what seems to me to be the wrong attitude of our public men on this burning question of the hour, the Allies' debts. I have always contended that every dollar advanced before we got really to fighting should have been charged off as cash against blood, if you choose to put it that way. I had a boy in this war, and don't you think I valued his life more than all the world's gold?

There are still some fools in our land who believe if we had remained hands off, that even though Germany had won she would not have dared to tackle us. You may have a hard fight, but right will always prevail, else the teachings of the Good Book are not true.

JAS. GOULD.

Sound in Principle on Allies' So-Called Debts.

Thornhill Wagon Company.

Lynchburg, Va., August 26.

Editor Manufacturers Record:

I have read with a good deal of interest the editorials and letters in your paper relating to the cancellation of the Allies' debts, and I am in full sympathy with your efforts to create public sentiment in favor of this cancellation.

I think the strongest reason for cancelling the Allies' debts is that we cannot afford to collect in goods. To take foreign-made goods would shut down American factories and reduce to idleness American workmen.

I would like to see the United States cancel the Allies' debts, maintain a real protective tariff and rigid immigration laws.

I suggest that you start now a campaign to secure an opportunity for the voters to vote on the question of the Allies' debts in the 1928 Presidential election. This would bring about a full discussion of the facts and convert many voters to your way of thinking.

B. P. THORNHILL.

**We Didn't Start the Fire, But the Fire Was
Sweeping Our Way, and by Loaning Money
to the Allies, Instead of Sending Men,
We Enabled Them to Hold the
Fire in Check, Thus Saving Us
As Well As Themselves.**

Flexlume Corporation.

Buffalo, N. Y., August 25.

Editor Manufacturers Record:

Extracts from your publication have recently been received by us. I have looked over the leading articles urging the cancellation of the Inter-Allied debts, and especially the debts owing this country.

I have in the past greatly respected your viewpoint and leadership in the vexed problems between employer and employee, but I am disappointed and surprised at the attitude you are taking on the debt question. I could hardly believe the statement that you sent a telegram to Clemenceau congratulating him upon his insulting letter.

You say of your critics that they are not informed, that they do not understand, but the statements in your own paper cause me to doubt as to the accuracy of your own information.

The great trouble with France now is that she refuses to look at the facts. She has been engaged in costly enterprises, she has maintained large armies, she has engaged in vast rebuilding campaigns—all on the delusion that either Germany would pay or that America would cancel the debt. No French leader can survive who has the courage to tell her the truth—that old, old truth—that you mustn't go into debt when the purse is empty. The franc is worth only two cents, as a result, and they are blaming America for their own folly.

Our debt-funding arrangements with France will, if ratified, virtually cancel all the money loaned to France before the Armistice. Why should we cancel the debt since that time? We should be generous, but why be foolish and compound the foolishness of the French people themselves?

You and others speak of the great obligation we are under to France and to the Allies for fighting back the common enemy when we were not prepared. I am not sure the obligation is not the other way.

Doubtless there were many causes for the war, but I believe all should agree that it, in a great measure, resulted from the rivalry, the envies, jealousies and imperialistic grabbing policies of the leading European nations.

As a result of the mad scramble for land and power these nations set the world on fire. As we were in very acute danger of being engulfed in the conflagration, we had to help put the fire out, but—we didn't start the fire.

Suppose two neighbors get to quarreling, and one sets fire to his neighbor's house—the fire spreads, and much property is destroyed and some lives are lost; in fact, most of the town is consumed, when a neighboring town which is threatened comes over and helps put out the fire. In rebuilding, the first town borrows money from the second town. Now, following the mushy, sentimental arguments in your paper, it would be perfectly proper for the second town to cancel all debts on account of the great fight the first town had made and the vast losses incurred in the fire.

Finally, on what authority can these debts be cancelled? The money was loaned as a result of and by authority of the

Liberty loans. Are the people who subscribed to these loans in favor of cancellation?

In my opinion, you had a lot of presumption in wiring Clemenceau, and I wish to record that you most emphatically did not represent the views of myself or of my company.

R. R. WILEY, President.

[By what authority, we may ask, have we already cancelled these debts in part? Mr. Wiley may think the editor of this paper "had a lot of presumption in wiring Clemenceau," but we have not yet learned that an American citizen is denied the privilege of expressing his views on any subject to anyone in time of peace. Will Mr. Wiley now tell a waiting world what he thinks of Newton D. Baker's statement on the debt question?—Editor MANUFACTURERS RECORD.]

**Would He View It the Same Way if We Urged
Cancellation of Germany's Debts to Allies?**

Eisenmayer Milling Company.

Springfield, Mo., August 19.

Editor Manufacturers Record:

We have a two-year paid subscription to your publication. Being manufacturers, we concluded that we could keep in touch with the progress of our great country. Since, however, you have switched your policy from a MANUFACTURERS RECORD to the advocacy of cancelling the European debt and condone and encourage the Europeans to repudiate, we do not care to receive your publication any longer.

Permit us to also suggest that you read the Constitution and all of the amendments, so that you may discover that it contains more than the Eighteenth Amendment. Permit us to suggest the careful study of the Fourteenth and Fifteenth Amendments, which you as well as everyone else knows are ignored and inactive in certain sections of our country.

The balance due us on cancellation you may send to France and Italy for credit on their debt to our Government or give it to the Anti-Saloon League to buy whisky in procuring evidence.

A. J. EISENMAYER, President.

[Mr. Eisenmayer very greatly misinterprets the position of the MANUFACTURERS RECORD. We have not suggested in any way whatever that the European countries should repudiate their obligations. Far be it from us to advocate that any country should repudiate its debts. Our whole suggestion is hinged on the proposition that the United States should voluntarily cancel these obligations for its own good primarily, even viewed from a selfish, economic standpoint, though we believe the moral standpoint is still higher, and that entirely without regard to whether the European countries indebted to us desire these debts cancelled or not.

Mr. Eisenmayer is evidently very much opposed to the position of the MANUFACTURERS RECORD in favor of Prohibition on economic as well as on moral grounds. A study of the Fourteenth and Fifteenth amendments will, we think, give him a little light on that subject entirely different from any knowledge he now has on it. His evident hostility to Prohibition is doubtless in part the cause of his hostility to this paper, and the spirit of his letter indicates that even if he were to read the MANUFACTURERS RECORD regularly he would probably be like it has been said of woman: "Convinced against his will, he is of the same opinion still."

Mr. Eisenmayer, however, we think, is doing himself an injustice. He could entirely ignore the editorial position of the MANUFACTURERS RECORD and still find in it a vast amount of information, furnished by other people, of great value for his own enlightenment and the betterment of his business interests. We bid him an affectionate farewell, with a kindlier feeling for him than he evidently has for us.—Editor MANUFACTURERS RECORD.]

The Farmer's Interest in Cancellation of Allies' Debts.

Louisiana Better Farming Association.

Millikin, La., August 14.

Editor Manufacturers Record:

In your zealous efforts to convince the American people that we should cancel the debt France owes us, it seems to me you forget everything else and particularly the American side of the question. If France does not pay what she owes our Government, who will pay these billions of dollars? There is but one answer—the American people must pay if France does not. The American people have already said in no uncertain terms that they will not pay this debt, but they have said they are willing to make the terms so liberal and make the rate of interest so low that France can pay, the terms offered amounting to a reduction of almost, if not quite, half the amount that would be collected on the usual terms.

The expressions given to the French people, as sent out by you in answer to the Hon. Georges Clemenceau's letter to President Coolidge, only give the Frenchman a little more encouragement in his already unsettled and antagonistic position toward his own Government and ours as well. It is just the same condition that existed when the pro-German element here gave aid to the anti-American feeling in Germany and helped encourage them to hold out against paying what they owed this country.

America's farmers will never agree to have France's debt saddled on them in addition to the tax burden they are carrying at home, and the sooner the few agitators for debt cancellation realize this the quicker will France agree to the liberal terms offered and thus bring about better feeling and more financial stability in all Europe. The present attitude of the Frenchman toward American citizens is not calculated to soften the hearts of American taxpayers. We naturally feel deeply for France, but when it comes to paying her debts, that is another matter. If the French politician would devote the same energy and effort toward rebuilding his country's finances I think a different condition would exist now. France can maintain large armies and prosecute the most expensive warfare in a far-off colony, while the franc steadily declines in value. Why can she not arrange her war debts as the other nations of Europe have done? The French statesmen are playing for political advantage when they should be trying to solve their problems of state and place their country on a sound financial and industrial basis. If all the war debts of Europe were cancelled, I am afraid it would not be long before we would be called on to go over again with our millions of men and billions of dollars. It is time our American people get rid of the idea that we must act as wet nurse and guardian for Europe and tax our own people to pay the bills.

The American farmer's plight is not much better than the French farmer's condition right now. Our dollar is worth less than any other American dollar. The agricultural population of this country is in desperate financial straits. Labor, commerce and capital can all command a fair return, but the value of farm products has not kept pace. In my own section we grow cotton. The price of almost everything we buy is as high as when cotton was 30 cents per pound; now it is about 16 cents. The manufacturer can pass on to the consumer the added cost of labor and materials, as well as the tariff on his product. The producer only gets the price that will give everybody else a profit.

You say in your comments on Mr. Hammond's letter in your August 12 number, "Everything for farm work is admitted duty free." I am not posted as to the list of free goods, but I want to ask you if a few of the very necessary things we use are on the free list. How about plows, harrows, seeders, mowers, binders, cotton and corn planters,

hoes, shovels, axes, wagons, sewing machines, harness, furniture, automobiles, trucks, tractors, cook stoves, heaters, shoes, clothing, blankets, hats and caps? Are these items on the free list? I am sure I don't know, but I hope you can tell me. I am told we can go across the Canadian border and buy mowers and other farm implements for less than half of the price here, although they are American products. Naturally, we cannot expect relief from a tariff on cotton when we export about 60 per cent of our crop, but we don't want any more taxes added to our burden to pay debts of other nations, no matter how much we may sympathize with them in their internal troubles.

N. C. WILLIAMSON,

President, Louisiana Farm Bureau Cotton Growers Co-operative Association.

[If Mr. Williamson will study the situation he will find that much of the depression among American farmers is due to the inability of Europe to buy freely of our farm products. Even now France is seeking to cut off entirely the importations of wheat in order to economize to save the financial situation. France has always been an importer of American wheat. In the five-year period, 1915 to 1919, we shipped to France 194,804,000 bushels, and in 1920 to 1924, 62,379,000 bushels. The poverty of France is killing this market for American wheat, and the poverty of all Europe is lessening the demand for American cotton. Restore prosperity to Europe and there would be an immediate active demand for the farm products of this country.]

The cancellation, therefore, of France's debt to America would not add to the burdens of American farmers, but would enormously increase their prosperity by creating enlarged markets for their products.

The taxes on American farmers to which Mr. Williamson refers are not the Federal taxes, but mainly the local city, county and state taxes. There are very few farmers in the United States who pay any income taxes, and Federal taxes to them are, therefore, a bagatelle, as compared with their local and state taxation. The cancellation of all debts of the Allies to the United States would not lessen these local and state taxes. The indirect taxation which farmers pay is small, as compared with the benefits which they receive.

In reply to the last paragraph of Mr. Williamson's letter, it may be said:

"Everything for farm work," about which he inquires, of course, means legitimate farm utensils, machines, harness, etc., and parts thereof. Paragraph 1504 of the Tariff Act puts on the free list the following:

"Plows, tooth or disk harrows, headers, harvesters, reapers, agricultural drills and planters, mowers, horserakes, cultivators, thrashing machines, cotton gins, machinery for use in the manufacture of sugar, wagons and carts, cream separators valued at not more than \$50 each, and all other agricultural implements of any kind or description, not specially provided for, whether in whole or in parts, including repair parts: Provided, that no article specified by name in Title I shall be free of duty under this paragraph." (There are no such exceptions.)

In Paragraph 1506, any animal imported for breeding purposes shall be admitted free, except black or silver foxes.

In attempting to include under Agricultural Implements, sewing machines, automobiles, trucks, etc., Mr. Williamson is stretching the matter to an absurd length. In one sense, everything that enters into home consumption or home use, whether it be a canary bird, or a canary bird cage, or anything else that the farmer buys for any purpose whatever, would, under his distinction, be included as things "for farm work." Sewing machines, for instance, are not farm implements, but plows and harrows, and mowers and cultivators, and many other things, as specifically mentioned heretofore, are intended for farm work, and are, therefore, admitted free.—Editor MANUFACTURERS RECORD.]

**Some People Quarrel With Us by Saying We
Print Too Much About Prohibition and Law
Enforcement—Wonder if Mr. Malsby
Reads Our Prohibition Fight As
Carefully As He Should Do?**

Malsby & Co.

Jacksonville, Fla., August 27.

Editor Manufacturers Record:

I note you spend quite a lot of your time writing editorials in reference to what other countries are due us, being very much in favor of cancelling these debts.

I think if you would lend more of your great ability to the enforcement of the Prohibition Act, your time would be better spent, and you would be helping America and humanity more than you could in any other way.

You are discussing problems that are not near as serious and as vital to the American rising generation as the Prohibition Act. The whole country is running rampant and full of bootleggers and flagrant violators of the law. Instead of getting better it seems to be getting worse.

I am in favor of the enforcement of the Prohibition Act, and if we could get the proper heads at Washington and elsewhere these liquor heads could be put out of business in less than six months, but it takes men of guts and brains and a desire to enforce the act, but it can be done.

What are your views?

M. MALSBY.

**No Drop of French Blood in Our Veins—Possibly
He Does Not Come in Touch With As Many
Americans As the Manufacturers Record
Does.**

A. O. Fisher & Co.

Chicago, Ill., August 28.

Editor Manufacturers Record:

The enclosed clipping from the Chicago Tribune explains itself. If you have been correctly quoted, I am very much surprised at your attitude in this matter, unless you are a "Deep-dyed-in-the-wool Frenchman."

I enclose an article written by George W. Hinman of the Herald-Examiner. After reading this none but a lunatic would even suggest cancelling the debt owing by France to the United States, especially that portion that was contracted for after the Armistice. It is not true that millions of Americans agree with every word of Clemenceau's letter to President Coolidge. Where you get the idea from is beyond my comprehension.

A. O. FISHER.

**Well, We Seem to Have Spoken the Views of a
Good Many Americans.**

Minneapolis, Minn., August 20.

Editor Manufacturers Record:

I am attaching a clipping from the Minneapolis Tribune of this date of a statement which is attributed to you.

It strikes me that if you are responsible for this statement and would do as stated in this article, that you are taking a great many privileges with other citizens' rights; that you are assuming that you speak for many people who do not even know who you are or who ever heard of you, and that you might better speak for yourself and let others speak themselves.

JOHN F. NICHOLS.

**The Two Things Are, in Our Opinion, Essential
to Our Best Interests.**

Jonesboro, Ark., August 20.

Editor Manufacturers Record:

From an editorial standpoint, you occupy two positions that have interested me: Higher tariffs and cancellation of Europe's financial debts to our Government. I am unable to reconcile them. Meantime, I have read communications both for and against your attitude in the matter of cancellation. It appears that most of them who favor your attitude are overenthusiastic, while those who do not agree—at least a portion of them—appear to have allowed their temper to outweigh their judgment. Neither position will eventually win; and I am persuaded that the correct course for arriving at a fair understanding, as between the creditor and debtor, is through the State Department.

From what I have gathered, I cannot see that this country is called upon to cancel their charges altogether. Such thoughts as these come before me:

Did England, France, Italy or other European countries enter the war until they decided it was to their interest to do so? To this I get a negative reply. And having entered, was the question of conquest a consideration? To this comes an affirmative answer. Since it is known that conquest was gained in one form and another, and our Government having declared conquest was not its intention—abiding this decision when the war was ended—does it now seem altogether fair that the average American citizen should assume in the form of taxation that which is remitted its creditors, or rather asked to be remitted? Did not the American Government enter the war at a relative time and under relative conditions to that of the European countries? Did our Government or our people fail in any respect as collaborators with its Allies to win a common victory? To this question I believe the whole world will answer "No." And in settlements already made independently with the various governments of our Allies, has not much in the way of finances already been forgiven? In the repayment of the amount agreed upon from time to time, has not an unusually long period been stated—through the second and perhaps the third generation? Throughout this same period will not like generations of Americans be paying taxes to our Government to meet its obligations by reason of these long-time credit payments by foreign governments being insufficient for annual needs?

These vexing questions, I still believe, can be better handled by the State Department than through magazine controversy. And assuming that the debtor will not be forgiven in full, does it not also stand to reason if a people are allowed to market its products at a reasonable price they will have greater respect for themselves and their creditor than if considered and treated as objects of charity? With our already high tariff wall, how can they do this if the height of the wall is increased as you recommend? It is your attitude of forgiving our debtors so much while making it impossible for them to pay that puzzles me.

E. L. FARLEY.

Hope He Has Recovered.

Dixie Flashing Company, Inc.

Birmingham, Ala., August 26.

Editor Manufacturers Record:

Your article on the French loan is enough to make anybody sick. The offer from France of a little land near this country, which they have no need of, would look more honorable than to beat a just debt.

C. E. COLE.

Judging by Reports From All Parts of the Country, the Title "Exponent of America" Seems Justified.

National Conveying Equipment Corporation.
Chicago, August 27.

Editor Manufacturers Record:

Please take our name off your mailing list. After reading your booklet, "Extracts from MANUFACTURERS RECORD," regarding Allied debts, we do not care to have anything printed by your company reach our desk again. We were former advertisers in your magazine and thought it was a pretty good paper, but after reading your statements regarding cancellation of the Allies' indebtedness we are inclined to agree with Peter McGrath, page 9. We think your slogan should not be "Exponent of America," but something very obviously different.

A. C. LANDGRAF.

[The world is moving very rapidly. The nation is becoming aroused as to the economic importance to America of the cancellation of the debts of the Allies. The business man who refuses to see this situation and study it is shutting himself out completely from all knowledge as to what is going on in the things which may make or break his own business, and from the great economic problem that the world faces which no intelligent business man in this country can afford not to study. He needs light upon it, whether that light changes his own views on the subject or intensifies his present convictions. The question of the Allies' debts is being discussed pro and con in practically every newspaper in the United States. The man who refuses the opportunity of knowing what is being said in this discussion for and against is taking an unwise position, even for his own individual good.]

It was not the MANUFACTURERS RECORD itself which so completely aroused the hostility of Mr. Landgraf, but the receipt of the clippingsheet containing some articles on the debt question, pro and con, and which was rather widely distributed, as in that clippingsheet was a remarkable article by Edwin C. Eckel dealing with the labor problem in Europe and in the United States. We are quite sure Mr. Landgraf made a very serious mistake if he failed to read Mr. Eckel's article.—*Editor MANUFACTURERS RECORD.*

The Fools Must Be Very Numerous if This Writer Is Correct.

Doelger & Kirsten.
Milwaukee, Wis., August 27.

Editor Manufacturers Record:

I am in receipt of extracts from the MANUFACTURERS RECORD, and wish to inquire whether your publication is a political one or whether it is, as its name implies, a trade or technical paper for manufacturers.

If the latter, it strikes the writer as most uncalled for, for you can take the attitude you do with reference to the Allied debts to the United States, and I am confident that your attitude is one shared by a very small minority of real Americans.

I have never been particularly impressed with the MANUFACTURERS RECORD, and your position in attempting to be an exponent of American thought and principles does not enhance my personal opinion of your publication.

This same would be true, Mr. Editor, were you to take the opposite viewpoint on the Allied debts—it's not up to you any more than to the Iron Age, the Iron Trade Review, Machinery, American Machinist, etc., to take sides on so momentous a question.

We have able-bodied men in Congress, a capable President and Cabinet, and it is far better to leave weighty questions

of this sort in their hands than for others like yourself to meddle. With you, it seems to me, it's merely a case of "Fools rush in where angels fear to tread."

J. R. POYSER, Sales Manager.

P. S. Your attitude would not be so erroneous were you a local publication voicing local sentiment, but as you pretend to be a national MANUFACTURERS RECORD it strikes the writer that you are very much out of order.

[In reply to Mr. Poyser's inquiry, and we are rather surprised that any intelligent business man in America finds it necessary to make such an inquiry, we may say that the MANUFACTURERS RECORD is not a political paper, nor a trade paper, nor a technical paper. It is a broad business paper, which discusses political and trade and industrial and technical matters without representing any one particular line of industry. It is a little different from any other publication in the United States. Hundreds of thousands of people in this country find of interest its discussions of great economic questions through its news columns and perhaps sometimes through its editorial columns.]

The Iron Age, the Iron Trade Review and other papers mentioned by Mr. Poyser are specialized publications, representing splendidly their particular line of business. The MANUFACTURERS RECORD is different. It is not confined to any line.

The suggestion of Mr. Poyser that American people must not discuss the question of the Allied debts because we have able-bodied men in Congress and a capable President and Cabinet to handle such matters would indicate that Mr. Poyser has not thought very deeply on the subject. It is the duty of the people of this country, and pre-eminently the business people, to discuss any questions of this sort and every sort pertaining to the welfare of the country, because the President and the Cabinet and Congress are all largely guided by the weight of public sentiment.

Mr. Poyser also thinks that the action of the MANUFACTURERS RECORD is a case of "fools rush in where angels fear to tread." Well, if that be true, we suppose Newton D. Baker, Mark W. Potter and thousands of others ranking among the foremost leaders and business men of America, who believe in cancelling these debts and are writing to that effect, are likewise "fools." We must, therefore, be in pretty good company. Mr. Poyser, you had better "come in; the water is fine."—*Editor MANUFACTURERS RECORD.*

Georgia Apple Crop Around 275,000 Boxes.

Cornelia, Ga., September 4—[Special].—Georgia's apple crop for 1926 will total between 250,000 and 275,000 boxes, according to J. L. Roper, manager of the Consolidated Apple Growers' Exchange, this being an increase of approximately 100 per cent over production last year, when the crop was cut by drought. Plans have been made to grade the fruit much closer this year than ever before, following the example of apple growers in the Northwest.

Georgia apples are known to possess more acid than those produced in other sections, and if properly graded, growers believe a demand can be built up for every apple the state can produce. Much of the fruit will be put into cold storage this season and the crop marketed so as to prevent as far as possible gluts on the market.

Developing New Town in Texas Panhandle.

In a letter to the MANUFACTURERS RECORD the Rock Island Townsite Company, Inc., of Amarillo, Texas, outlines details for the development of the new town of Deal, which it has recently undertaken. The company's property embraces an area of 1000 acres, of which it is planned to develop 240 acres at present. This will involve staking and grading and the installation of gas, water and light facilities. G. C. Rhodehamel is the engineer.

The new development is located in Carson county on the new Rock Island Railroad, about 35 miles northeast of Amarillo and 15 miles southwest of Borger on the main highway from Amarillo to Pantex, Borger, Sanford and Plemmons and to the oil fields in Carson and Hutchinson counties in the Panhandle.

An Effort to Stabilize Farm Land Values.

[Special Correspondence Manufacturers Record.]

Washington, September 3.

Problems of agricultural financing are occupying an unusual measure of the attention of Federal officials.

Following the defeat of the McNary-Haugen bill in the recent session of Congress, members of the Senate and House from agricultural states have served notice on the President, directly and through the press, that the fight for farm-relief legislation is not ended, that it will be continued next session and that it is likely to reach into the 1928 campaign. Moreover, they are taking the position that the conditions in agriculture, though in some respects improved, are far from being satisfactory. Furthermore, there is a strong demand proceeding from the business men and bankers of the agricultural states for action which will put the farmer on a sound financial basis.

The consequence is that the agricultural problem is receiving perhaps more serious attention than it has since the beginning of this Administration. The President and his advisers are as much opposed to the McNary-Haugen plan as ever; they are opposed to the demands of farmers for downward revision of the tariff and are not seeking substantial reductions in freight rates. Preferably, they would like to satisfy agricultural ills and agricultural discontent without resort to legislation, either by Government administrative action or by encouraging private financial interests to step into the breach. The result is that numerous minds in official circles are pondering on what can be done.

Enlisted in this consideration of agricultural matters are Secretary Hoover, Secretary Jardine and certain Treasury officials, Federal Reserve officials and Farm Loan Board officials. President Coolidge, of course, is keeping in touch in a general way with developments.

Improved methods of agricultural financing are the objective of the officials in question. Just what the result will be is not yet sufficiently definite to make possible a prediction. In a general way, however, two lines of financing are being considered. One is improvement of the credit of the farmer with respect to the marketing of farm products; the other has reference to the stabilization of land values. Those questions of credit which bear on the marketing of farm products are the special concern of Secretary Jardine and his subordinates of the Department of Agriculture. Secretary Hoover and some other officials have been studying the question of how land values can be stabilized through effective use of money and credit.

It is because two distinct lines of agricultural financing are being given consideration that there has been so much confusion and uncertainty recently as to the exact situation, and numerous official denials have been forthcoming. Reports that the Administration was seeking to have private financial interests form a \$100,000,000 pool, out of which loans would be made to co-operatives in aid of more effective marketing, were published not long ago and these brought forth denials.

What did happen was that the President and Secretary Hoover took up questions relating to farm-mortgage foreclosures. The discussions did not enter the general field of farm relief. Statements have been made to the President, showing that the prices of land in some sections have been depressed below their real value in what Mr. Hoover calls "the swing downward from the inflated period in 1920," and

that this is accelerated by the forced sales under foreclosure of mortgages placed at that time. The result is that a surplus of land is being offered for sale. Secretary Hoover has stated that his Department will co-operate with the Departments of Agriculture and the Treasury in investigation of the situation and in co-operation with private agencies to see what remedy can be applied to the situation, which will tend to stabilize land values.

At the same time the Federal Reserve Bank officials and the Farm Loan Board officials of the Minneapolis-St. Paul district are giving earnest consideration to the situation and trying to evolve a practical plan. Though there has been talk of enlisting big financial interests in the matter, this has not yet been done. So far as known private financiers have not been sounded out to any great extent with reference to the problem.

In a general way, the problem which Mr. Hoover and other officials desire to meet is how to prevent foreclosures of mortgages on farms and the consequent harm to values of other farms in the community. It is pointed out there may be a dozen farmers in a community, of whom 11 are in good shape and able to obtain credit. The twelfth is unable to meet interest on his mortgage and his property is sold at sheriff's sale for much less than it is intrinsically worth. This hurts the other farms in the neighborhood and tends to cripple the credit of the neighboring farmers.

When it is considered that in many counties in the agricultural states, especially in the Middle West and Northwest, such foreclosures in recent years have been numerous, it is not difficult to understand that this throwing of farms into forced sales by these foreclosures results in a depression of land values that is at once unfortunate and, from the standpoint of the real value of the properties, unjustified.

What is proposed is that some strongly backed organization or institution be formed to take over mortgages on which foreclosure is imminent, thus preventing sheriff's sales, and tending to maintain the values of other farms in the community.

Whether private financial interests can be induced to take up with the proposition remains to be seen. It is pointed out that if strong financial institutions should attempt to deal with the problem they would practically run no risk of loss, since the land, with hardly any exception, is really worth more than the mortgage. Generally, if sale is not forced, the land is worth much more than the mortgage.

Exactly how each case would be met would depend on conditions. In the case of a responsible farm owner whose mortgage was about to be foreclosed, the financial institution or organization might purchase the mortgage or might guarantee it. In the case of an owner not regarded as responsible or where the foreclosure had already occurred, the financial organization might back a new farmer to take hold of the property.

As an argument for some such procedure or method of stabilizing land values by dealing with the foreclosure problem, it is noted that not only are foreclosures blighting on a community, but the taking over of land through a forced sale is not desired by the large private loaning concerns of the country nor is it desired by the Federal farm loan system.

Thus far the discussions of the proposition have proceeded on the theory that great private financial concerns could be interested in it or that in each locality or region there might be organized an institution to deal with it. Should this not prove to be the case, legislation might be attempted to provide a method by which a Government agency could do it.

As already indicated, Secretary Jardine is not giving par-

ticular attention to this question. He is turning his attention rather to the farmer's credit problem as it relates to marketing. Secretary Jardine recently told New York bankers that Congress has provided credit institutions through which farmers can obtain credit suited to their needs. He added, however, that full advantage had not been taken of these facilities. While the 12 Federal intermediate credit banks, established in 1923 under the Agricultural Credits Act, have a loaning power of \$660,000,000, their outstanding loans at the present time amount to approximately \$70,000,000. This reservoir of credit has not been made available to farmers in some sections of the country, largely because the necessary agencies have not been established through which these sources of credit can be tapped. The Federal Intermediate Credit system, the Secretary pointed out, was established to supplement other credit agencies in financing the farmer and to make possible the more orderly marketing of farm products. In his opinion the bankers of the country had, in this connection, overlooked a splendid opportunity to assist agriculture. In regions where existing credit agencies are not in a position to meet the credit needs of the farmer, the Secretary urged that national agricultural credit corporations be established to tap the credit resources of the Federal Intermediate Credit system. Bankers and other public-spirited men interested in promoting the welfare of agriculture, he added, could be of great help in furthering the establishment of such agencies.

As a point of illustration Secretary Jardine mentioned the two credit corporations which, at his suggestion, were formed in Iowa last winter to enable farmers to market their corn in an orderly manner. That there are real benefits in a program of this nature was noted by the Secretary in news reports from Iowa to the effect that recent price advances would add several million dollars to the agricultural income of the state through the sale of the remainder of the 1925 corn crop.

In this connection, Secretary Jardine stressed the importance of the problem of finding a market for what the farms produce. He likewise emphasized the need of reforms in state and local taxation in order to lighten the tax burdens of the farmer. The great bulk of farm taxes, he said, are not Federal income taxes but property taxes levied by the state and local governments.

It is the understanding that through the fall and winter, as the opportunity offers, Secretary Jardine intends to urge as strongly as possible that the intermediate credits system be utilized to the utmost. He intends to encourage formation of credit associations to take advantage of it at every opportunity.

Significant as to the increased attention being given to agricultural financing is the fact the Federal Farm Loan Board has reduced its interest rate to 5 per cent from 5½ in seven of the twelve districts of the country. These reductions will be extended, it is hoped, to other land-bank districts. Such reductions are strongly approved by the Department of Agriculture. The actual, practical value to the farmer of low interest rates and low taxes, it is observed, is not open to dispute.

Sebring Will Vote on \$235,000 of Bonds.

Sebring, Fla.—An ordinance has been passed by the City Council of Sebring calling for an election on September 17 on seven bond projects, carrying a total of \$235,000, each proposition to be voted on separately. The proposed bonds will cover the following items: Street paving, \$50,000; erecting and equipping city hall, \$60,000; erecting and equipping fire station, \$50,000; improvement and extension of water system, \$20,000; storm sewers, \$25,000; sanitary sewers, \$20,000, and street lights, \$10,000.

Professor Carver on Utilization of South's Resources.

Tuskegee Normal and Industrial Institute.

Tuskegee Institute, Ala., August 26.

Editor Manufacturers Record:

The article, "European Wages and American Industries," by Edwin C. Eckel contains much food for thought. I am hoping that intelligence, improved machinery, reduction of waste, etc., will put us in position to compete more successfully with all foreign commodities that are produced under this low European wage scale.

Your article on the "Vast Wealth in Georgia Clays" to me furnishes more encouraging food for thought. I am delighted to learn that we are beginning actively to appreciate the value of our Southern kaolins. What is true of the kaolins is more or less true of our ocher and some of the heavier and even lighter iron oxide clays. I have several samples of yellow ocher that test higher in tinting qualities than the best French or Italian ochers. I am told that there is an area of 40 acres in one of these deposits, and yet they lie practically dormant while we continue to import ochers.

I trust this agitation, which you are handling in such an interesting way, will soon become more actively appreciated and the South will come into its own in the matter of furnishing industrial clays, which, as to quantity and quality, defy hurtful competition from any other part of the world.

G. W. CARVER.

Department of Research and Experiment Station.

Construction Program of Mississippi Power Company on Gulf Coast.

Outlining details of a construction program which it has recently undertaken, the Mississippi Power Company of Gulfport, which owns and operates utilities supplying electric service along the entire Mississippi coast, advises the MANUFACTURERS RECORD that its territory includes Clermont Harbor, Waveland, Bay St. Louis, Pass Christian, Long Beach, Pascagoula and Moss Point. Prior to the purchase of utilities in these communities by the Mississippi Power Company a steam plant at Gulfport supplied service along the coast from Pass Christian to Biloxi by means of a 4400-volt transmission line, while the other towns were supplied by individual plants.

Plans have been completed by the company and material purchased to rebuild the present transmission line, increasing its voltage to 13,200. This line will also be extended eastward to serve Ocean Springs, Pascagoula and Moss Point, and westward to serve Bay St. Louis, Waveland and Clermont Harbor. Upon the completion of the work the entire Mississippi Gulf coast may be served from the Gulfport steam plant. Changes in and extensions of the transmission line will make it necessary to rebuild and enlarge sub-stations at Gulfport, Biloxi and Pass Christian, and to build new sub-stations at Bay St. Louis, Long Beach, Ocean Springs, Pascagoula and Moss Point.

Boiler capacity in the Gulfport steam plant is being increased and other improvements are being made in order to care for an increased load and to insure abundance of uninterrupted service. Local distribution systems in all coast communities are being rearranged and rebuilt to care for this increase in load and to improve local low-voltage conditions, besides preventing the possibility of service interruptions by local failures.

By the time that hydro-electric service is available along the coast, it is planned to operate the steam plant at Gulfport as the chief standby station on the line for use in emergencies. This plan, it is said, will be capable of carrying the load in case of interruption to the flow of power at other points.

Business Conditions in the Southeast.

The following letters were received too late for publication last week with the other letters from bankers in Virginia, West Virginia, Tennessee, North and South Carolina and Kentucky. In an early issue we will publish letters from other states in the South showing conditions in their respective sections.

Prospects Are Good, Farmers Will Have More Money, Banking Activities Justify Optimism.

American National Bank.

Richmond, Va., September 1.

Editor Manufacturers Record:

Prospects for business in the closing months of 1926 continue good. There seems nothing to justify unbounded optimism nor a disconcerting pessimism. In my opinion, there will be no increase in failures and no hard pulling, but, on the other hand, we can look for no broken records in profits or volume.

The farmer will have more money and will liquidate his crop obligations, and the city worker will be able to meet installments for the many items he has and continues unwisely to purchase on that plan.

Reviewing the obtainable data and information on results of the last six months in Virginia, I find improvement in agricultural production and prospects, due in great measure to a copious rainfall in August, which ended a drouth more than threatening.

Tobacco is of a better quality and greater value than that of 1925, which was \$20,000,000. Prices are predicted as better for light, but somewhat lower for dark grades. The estimate is now 109,000,000 pounds, or approximately 10 per cent over 1925. The demand for cigarettes increases, as evidenced by the increase to the plants of both Liggett & Myers and the Lorillard companies in Richmond. Wheat shows an increase of 2,500,000 bushels over 1925 and a record for the largest yield per acre. Corn is predicted to increase 5,500,000 bushels over the 35,000,000 yield of last year. Hay, thanks to late rains, will show a substantial increase. Peanuts—the outlook is for 20 per cent less production than 1925, with probably better prices, and wool promises less production, as does also cotton, with lower prices. Apples will yield twice the 1925 crop of 1,400,000 barrels and will approach 3,100,000 barrels, with a value of \$7,000,000. Livestock, with steady prices, is expected to fall 15 per cent below last year's production, whereas poultry will slightly increase the \$23,000,000 yield.

Employment conditions continue favorable, although building activities in the larger cities of the state show an appreciable decline, and because building affects so many and diverse interests it would appear that favorable employment conditions could not continue.

A consideration of tabulated accounts receivable made by the Federal Reserve Bank of firms conducting installment sales indicates a continuance of that method, with no abatement. Statistics prepared by the bank show appreciable increases in savings in the lean year of 1920, with no appreciable increases in the prosperous years following; in fact, the increase is not to be expected from normal interest returns. This may be explained by increase in investors or bond buyers. The best index to trade conditions is thought to be found in the debits to individual accounts. These continue to increase over 1925's record. From figures of the Federal Reserve Bank we find increases in loans to customers, investments, reserve balances, deposits, borrowing by banks over July's report of 68 reporting banks, all of which indicates a seasonal increase and an increase over the report for August, 1925, such as would justify optimism.

Industrial conditions are improved by the continuous devel-

opment of power throughout the state and the splendid work by the State Highway Commission, which will open new territory for many cities and markets for products of the soil.

The state is making splendid progress in establishing summer and winter resorts in many sections. Virginia Beach and Yorktown promise to provide adequate facilities for sport and comfort, as do the several developments adjacent to the new Shenandoah National Park, whereas increasing patronage of the Natural Bridge, Hot Springs, White Sulphur and other places show appreciation of facilities already established. The tourist travel to this interesting and historical country is increasing at a great rate and will soon be one of Virginia's great "cash crops."

OLIVER J. SANDS, President.

With All Conditions Favorable, Business Is Running Full Blast.

The Tennessee National Bank.

Johnson City, Tenn., August 28.

Editor Manufacturers Record:

So far as I can see, business conditions in this section are all favorable. In the main, crops have been good, both corn and wheat crops going beyond the Government figures. The prospects are for one of the best tobacco crops we have ever had in this section. Building is also going forward steadily, the improvements in this line being more than the average. All of our industries, with one exception, are running full time, and some of a night. The American Bemberg Corporation, located within eight miles of Johnson City, and which will employ, at the start, something like 2000 employees, will be running in the next 60 days. This will contribute a great deal to the development of this immediate section. Retail business seems to be fairly good.

The city of Johnson City is going forward with its paving and has let contracts for over \$200,000 worth; this is now being done and will be finished in 30 to 60 days. The state is fostering paving to the North Carolina line. The counties are also improving their roads. For this immediate section, taking it all in all, I consider the prospects flattering.

A. B. CROUCH, President.

Bountiful Crops, Tremendous Highway Construction and Other Factors Give Promise of Good Business for Balance of Year.

The Commercial National Bank.

High Point, N. C., August 28.

Editor Manufacturers Record:

Throughout most of North Carolina business conditions are in good shape. I have had the pleasure of motoring over most of the western part of our state in the last 10 days.

Crops of all kinds are bountiful, and our highways are in splendid condition. As is generally well known, North Carolina has spent more than \$100,000,000 in the last five years on its highways, \$85,000,000 of this derived from sale of bonds, the balance from Federal aid and from the counties throughout the state. The State Highway Commission is spending \$16 per capita now on roads, or "twice the national average."

The textile business for a couple of years has not been what it should be, but I am informed there is a gradual

improvement. "North Carolina now ranks second only to Massachusetts in textile industry, and the value of its cotton goods has risen from \$72,680,000 in 1910 to an estimate of \$400,000,000 last year."

The furniture-manufacturing business, in which this city leads, is good. The prices are perhaps not as high as they should be and the percentage of profit is not as much as formerly, but the outlook is good.

This city is about fifth in the state in the way of building; Asheville, Charlotte, Greensboro and Winston-Salem perhaps leading High Point, but in these five cities, all of which I have seen in the last 10 days, building operations are rapidly going forward.

I look for good business during the balance of the year.

J. ELWOOD COX, President.

Best Crop Prospects in Many Years Give Promise of a Prosperous Year.

The National Bank of New Bern.

New Bern, N. C., August 29.

Editor Manufacturers Record:

At present it seems that we are going to have the best crop we have had in our section for many years. Our principal money crop is tobacco, and the prospect for prices this fall seems now to be good. We are primarily an agricultural section, and a good crop with fair prices should mean good business the coming year.

Several things in the past two or three years should be of help to us. The chief is the increasing importance of New Bern as a distributing point. We are connected with the rest of the state by good highways, the main highway east and west passing through New Bern. Our waterways are being used considerably more and a great deal of freight comes into New Bern from Norfolk and Baltimore by boat. This freight is not only for the New Bern merchants, but also for the merchants doing business in interior points, and the freight is distributed from New Bern by automobile trucks and by rail. It seems likely that we will have a further development of our waterways the coming year.

W. W. GRIFFIN, President.

Believes Middle Tennessee Business Below Average.

Fourth and First National Bank.

Nashville, Tenn., August 27.

Editor Manufacturers Record:

I do not think business here in middle Tennessee is up to the average. The first part of the season we had a very severe drouth, followed now by excessive rains, so that the combination has been unfavorable, and business generally seems to be draggy.

JAMES E. CALDWELL, President.

New Bank Opened at Fort Myers, Fla., But No Bank Has Been Closed There.

An erroneous press report caused the MANUFACTURERS RECORD to say in its issue of September 2 that the Bank of Fort Myers had been lately authorized to reopen.

As a matter of fact there had not been any bank closed there, as is shown by the following telegram from S. O. Gpdman, president of the Chamber of Commerce, to the MANUFACTURERS RECORD:

"No bank has been closed here. Citizens Bank recently opened. Newly organized bank, making four banks here instead of three as formerly."

\$1,000,000 Store Completed at Miami.

The new store building erected at Miami, Fla., for Burdine & Quarterman, Inc., represents an estimated value of \$1,000,000; it is five stories high, of fireproof construction, Spanish type of architecture, with stone Gothic arched arcades on the first floor. The exterior is of stucco and stone ornamental



MIAMI'S NEW \$1,000,000 STORE BUILDING.

work. Kiehnel & Elliott are the architects and E. A. Stuhman, engineer, both of Miami. John B. Orr of Miami is the general contractor.

Sub-contractors include the following: Alexander Orr, plumbing; Electric Construction Company, electrical work, both of Miami; Grand Rapids Show Case Company, Grand Rapids, Mich., store equipment; Lamson Company, Syracuse, N. Y., tube system; L. Plaut & Co., Inc., New York, and Hugh Rennie, Miami, lighting fixtures; Warner Elevator Company, Cincinnati, elevators; Stromberg Electric Company, Chicago, time-reading system; Tyler Company, Cleveland, Ohio, elevator doors, and W. A. Lippincott, Inc., Atlanta, flooring.

410,000,000 Feet Increase in Lumber Sales for Eight-Month Period.

Reports received from 379 of the more important softwood and 108 of the chief hardwood mills of the country for the week ended August 28 indicate that the lumber business of the country is still improving, says the National Lumber Manufacturers Association. In comparison with the previous week the softwood mills reported production and shipments practically the same and a considerable increase in new business. When compared with reports for the same period of 1925 production is practically the same, with substantial increases in shipments and new business. Cumulative orders for the first 34 weeks of 1926 exceed those of the same part of 1925 by 410,000,000 feet.

By order of the Mayor and Board of Aldermen of Natchez, Miss., an election will be held in that city on September 21 on a bond issue of \$250,000 for the erection of a high school for white pupils.

The Religious Revolution in Mexico.

[Robert Shailor Holmes of Daytona Beach, the writer of the following letter on the Mexican situation, is a business man of wide experience who takes great interest in the study of all problems relating to the welfare of this country. He is head of the Open Forum movement in Daytona Beach and has for years been an officer of the National Open Forum. Mr. Holmes and his associates went to Mexico for the express purpose of trying to get a first-hand view of the situation there. He has given his opinion on the subject. The heading is his own.]

Our proximity to Mexico, our many diplomatic blunders in dealing with Mexico, the unwisdom of many of the things done by American business men in large operations in Mexico have been responsible for a great deal of friction between the two countries. We believe the Mexican Government is honestly trying to carry out the policies established by its Constitution and which the officials feel sure would benefit the great majority of Mexican people.

The present situation is a distressingly acute one. There is a possibility that the agitation in this country in regard to it might lead to some act on our part and the part of our Government, or our people, which would intensify the friction between the United States and Mexico. That would be a disaster to both countries and to the world. Indeed, this situation has recently resulted in an absurd statement published in some of the daily papers to the effect that the United States Government is studying the matter from a military point of view with troops ready for any emergency. That statement is asinine, but it inflames the people of Mexico against our country. Because all of this bears so directly upon harmony between the two countries and upon the progress of both of them, we believe our readers will be interested in studying the statements made by Mr. Holmes regardless of their religious affiliations. If any responsible authority cares to reply to Mr. Holmes' views, our columns are open to him.—Editor Manufacturers Record.]

Daytona Beach, Fla., August 23.

Editor Manufacturers Record:

Mexico is our neighbor, bordering our country for more than 1100 miles, and yet we know less about it than about any country of Europe. Being invited to become a member of the Commission of Goodwill, scheduled to enter Mexico Sunday, July 25, I read the latest book and clipped almost every article printed in our papers and magazines in recent months, and thought I entered with as good an understanding of its problems as any member of the Commission. I soon learned that it is better not to know so much than to know so many things that are not so. My first surprise, and the first thing I learned about Mexico, was that it is not news which we get from Mexico, but propaganda. The news gatherers broadcasting to the outside world are not so much interested in truth as in creating a supporting sentiment for their particular side of the case.

The Commission of Goodwill was composed of 32 Americans, drawn from all walks of life, with the educators and writers predominating. A complete personnel was given to the press, and furnished the American Consul General. There were seven preachers of various denominations in the party, and the invitation to enter Mexico came from high sources. The press dubbed us that group of Protestant ministers going into Mexico to interfere with the religious question there. We were stopped at Laredo and the ministers ordered back across the border. All of us went back until Monday, awaiting replies to telegrams to headquarters, as we would not desert the seven ministers. A telegram from President Calles soon straightened matters out, but all ministers had to sign a paper swearing that they would not practice the offices of their religion while in Mexico. These ministers were all liberal-minded men, going with this study group for the purpose of writing for home papers and magazines. This was the only annoyance which we had from any source, although the press, notwithstanding the fact that they had the personnel of our party, continued to refer to the Commission as "those 32 Protestant ministers," and continued to send out reports of ill treatment; reports of some of the party being stoned, and even referring by name to some of the party who had been submitted to insults. These reports appearing in the New York and other papers caused some anxiety to relatives of the members of our party. This but illustrates the point that news from Mexico is not news, for all of this was untrue. We were received with the utmost

cordiality by members of all parties, and both sides and all sides were anxious to meet us in interview and present their points of view.

The seminar was splendidly arranged. We were housed in a small hotel with a large conference room, and interviews arranged each morning and afternoon with various people and various groups. Few people living for years in Mexico could have had access to information afforded us. We had interviews with Governors of Mexican states, various Protestants, independent Catholics, Federated Protestant Council, spokesmen for the Hierarchy, bishops, etc.; engineers working for the Government, members of the Cabinet, foreigners from among the business and oil men, native business men, members of the labor unions, and finally with President Calles. All of these people spoke with frankness and answered questions freely with the single exception that the American Ambassador would not talk for publication—would not discuss at all the religious question or allow anyone to take notes during the interview. We were all impressed favorably with our Ambassador, his ability and his wisdom. The religious question is their problem, not ours, and our party left, feeling that American affairs are in good hands, and that there was no danger of our Government heeding the petitions of the Knights of Columbus, who would embroil our Government on the side of the Hierarchy against the Government of Mexico.

The religious question is the acute problem in Mexico, but it bears no cargo of troubles comparable to the agrarian laws, the alien land title laws, the mineral laws and the protection of the rights of American investors, for our Ambassador. These questions which have more potential possibilities of international difficulties are not headlined at the present time. It is the religious question which should be understood, however, at present, in order to understand the misinformation that comes out of Mexico. It is also quite necessary to understand an outline of the history of the Church in Mexico to understand the present impasse. A few facts will help in the understanding.

First—President Plutarco Elias Calles is one of the strongest men in Mexico today, if not the strongest, and he is the Government of Mexico between sessions of Congress. Some one before our Commission, in reply to the question, "What is the most direct way to change the law?" replied, "Persuade the President." He has the backing not only of the military forces but of the C. R. O. M., or the labor unions of Mexico. He was elected by the laboring people, and his Government is a labor government. Fifty to one hundred thousand labor men paraded on Sunday, August 1, probably most of them Catholics, but carrying banners, such as "Down With the Clergy"; "The Clergy Are Rich, the People Poor"; "Long Live the Supreme Government," etc. The Govern-

ment is strong. I expect to see the Hierarchy surrender gracefully, and order renewal of religious services.

Second—President Calles did not close the churches and order the religious services stopped. The Archbishop ordered his priests to cease religious services one day prior to the Government order, because he did not wish to acknowledge the Church subject to the State, but wished to maintain the Catholic claim that the Church should be superior to the State. The Government order was that the churches should obey the 1917 Constitution, which is nine years old and which provides that only Mexican-born priests and pastors shall minister in Mexico, and that property shall not be held in the name of any religious body. The State has the right to determine how many churches may remain open for the spiritual needs of the people. It is said that 200 Catholic churches can be seen from a single point, and one city of moderate size has 67 Catholic churches. In one city I saw five altars in churches in a single block, any one of which would have cost more than all of the buildings in a village of a thousand people. The Hierarchy has created the impression that the Government was taking the churches away from the people, because the Government denied to the foreign priests the right to minister, and the Hierarchy ordered all priests to discontinue their services. Some priests that did not discontinue, but obeyed the Government, were reported to be excommunicated. Seventy-six priests in one state were reported to have quit the Roman Hierarchy.

Third—All Protestant churches and the Independent Catholic churches are obeying the law and going on as usual with their services under native pastors.

Fourth—It should be remembered that the foreign priests have always been foremost in fomenting revolution to protect the power of the Church. It is reported from many sources that the Catholic Church had acquired control of one-third to one-half of all the land, and two-thirds of the developed land, and held mortgages on the greater part of the haciendas, and that this property was withheld from taxation, thus crushing the economic life of the country. When, by the Constitutions of 1857 and 1917, the attempt was made to distribute this land to the people, some of those who accepted the land were excommunicated.

Fifth—One-third of the people are too ignorant to understand the significance of Catholic practices or to feel deeply any religious change. Many of them are ignorant fanatics, and no attempt has ever been made by the church to enlighten them. Thousands of pilgrims came many miles barefooted to the sacred shrines on July 31, just as I have seen them in pagan lands. Another great group of the Catholics look on the Church as a foreign religion, and are indifferent. Among the masses, a church wedding is practically unknown, and probably half of the people live their family life without a wedding ceremony, because of the excessive fees required.

Sixth—There is little doubt that the priests would foment another revolution at this time if they could. They are attempting to bring the Government to its knees by a Catholic boycott. Inflammatory circulars have appeared, urging the Catholics to refuse to buy anything but food, to withdraw their money from the Mexican bank, to refuse to use the telegraph, refuse to build, refuse to pay rent, light or telephone bills—not to buy wine, candy or clothes, and not to treat with the Masons. "We must show our strength; practice the boycott," etc.

Seventh—The press has been filled with articles concerning strife between the military and the worshipers, with various reports of killings. From the Hierarchy have come reports that the deaths number more than 200. They have reported wanton shootings. Members of our party attempted to find proof for every rumor. They were unable to find a single case true as reported. The Government has said there is yet to be authenticated an unwarranted death.

Riots were reported at the closing of the churches, or when the property was turned over to the Government. Members of our party were at two different churches where riots were reported, and no disturbances whatsoever occurred.

The religious revolution is purely between the Roman Hierarchy and the State. The foreign priests of the Hierarchy have ignored the Mexican priests, and are reported to have mulcted the people out of 50,000,000 pesos per year. They are contending for principles which have been rejected by Catholics in other lands. Why should the Knights of Columbus want America to intercede against the separation of Church and State; against the sovereignty of State in political, civil and material affairs, and against the freedom of worship for other sects?

President Calles said: "If the Roman Catholic clergy could end the existence of other religions, they would do it. For them there is no other religion than the Catholic. The great defect of the Catholic religion is the doctrine of the infallibility of the Church—that the Church cannot be mistaken. This doctrine prevents people from thinking and deceives them with all classes of lies, and this idea in the brain of the ignorant provokes agitation in matters of little importance."

The laws now being enforced are conceded by most intelligent natives and foreigners alike as too drastic, but necessary until the Catholic Church is taught its place in the family of religions, and many of the better educated Catholics say the Church will emerge stronger and purer if compelled to obey the Government dictum and the malign influence of intriguing foreign priests is removed.

ROBERT SHAILOR HOLMES.

Southern Water-Power Developments Planned.

At a recent meeting of the Federal Power Commission, Washington, the Kentucky Hydro-Electric Company of Louisville was granted a license for 50 years for a power project at United States Dam No. 7 in Kentucky River, Mercer county. The project provides for the removal of approximately 104 feet of rock-fill crib dam and the construction of a power house to contain three 1000-horsepower generating units. The estimated average head of the plant is 16 feet and the capacity 2500 horsepower.

A preliminary permit for two years has been granted Lexington Water Power Company, Columbia, S. C., for a power project on the Saluda River in Lexington, Newberry and Saluda counties, South Carolina. The proposed development will consist of a dam 93 feet high and a power house to be equipped with four 12,000-horsepower turbo-generating units. A similar permit has also been granted the Twin City Power Company and the Twin City Power Company of Georgia, Augusta, for a project at Price's Island on Savannah River in McCormick county, South Carolina, and Lincoln county, Georgia. This development will consist of a dam approximately 70 feet high across the river at the lower end of the island, backing water upstream for a distance of about 22 miles. The power capacity of the site is estimated at 30,000 horsepower, while the proposed installation will consist of about 65,000 horsepower.

Application has been made to the Federal Power Commission by the Tennessee Eastern Electric Company of Johnson City for a power project on the Nolichucky River in Greene, Unicoi and Washington counties, Tennessee, involving the construction of three dams. One would be located at Emberville, one at Buckingham Ford and one 12 miles downstream from the company's present plant. The proposed dams will be from 70 to 90 feet high, and the power plants proposed will have an installed capacity of 70,000 horsepower. Primary capacity of the stream is estimated at 12,000 horsepower.

"Why Build to Burn?"

By H. J. SCHWEIM, Chief Engineer, the Gypsum Industries.

The United States leads the world in fire-resistive construction, and we are proud of this fact. But we are not nearly so proud of another record we hold—that of fire loss. Why, indeed, should we build to burn? The comparison of the loss per capita in Europe with that of the United States is startling. The Eastern Underwriter for July 18, 1924, states, "The United States fire loss is fourteen times that of Germany, twenty times that of France, eight times that of England and thirty-two times that of Austria."

The fire loss per capita in the United States in 1924 was \$4.90, and in 1926 it will probably be fully as high, if not higher. The average annual fire loss is in excess of \$500,000,000. It has been estimated that 50 per cent of this loss is preventable because approximately that amount is due to carelessness. This should not imply that we must annually have at least a quarter of a billion dollar bonfire, but, on the contrary, clearly indicates that something is wrong with constructions which allow such an enormous annual waste.

Frame buildings and buildings of ordinary construction constitute about 98 per cent of the buildings erected annually. Yet 80 per cent of the average building code is devoted to fire-resistive construction and the remainder to frame and ordinary construction. Since the latter type of construction is an economic necessity, the best course to pursue is to encourage by legislation and other means such materials and method of construction as will afford at least some temporary protection against the rapid spread of fire.

Protection of that nature is not costly; in fact, in most cases incombustible lathing material, such as gypsum plaster board, can be used in the place of combustible wood lath and plaster at no greater cost, or incombustible gypsum wall board used at usually a lower cost.

Fire tests have been conducted by various testing laboratories of gypsum plaster board and gypsum wall board which clearly demonstrate the fire-resistive properties of these materials. Columbia University conducted a fire test on a partition constructed of 3/8-inch gypsum plaster board applied to 2 by 4-inch wood studs and plastered with gypsum plaster. This test illustrated the low heat conductivity and fire-resistiveness of this type of construction. With a temperature of 1700 degrees Fahr. on the exposed side of the partition, the temperature on the unexposed side at the end of 48 minutes was but 168 degrees Fahr.

The fact that a material will not support combustion is not of itself sufficient to justify its use as a fire-resistive material. It is of equal importance that it shall not conduct sufficient heat to ignite materials on the opposite side of the partition. This fact is recognized by the American Society for Testing Materials, which states in its Standard Specifications for Five Tests of Materials and Construction (C19-18) that "Transmission of heat through the partition during the prescribed fire period shall not have been such as to raise the temperature on its outer surface in excess of 300 degrees Fahrenheit."

The low heat conductivity of gypsum plaster board can easily be determined by laying a piece of the board over a Bunsen burner and placing a piece of paper or other equally as combustible a substance on the surface. The temperature of the Bunsen flames averages about 1800 to 2100 degrees Fahr., and is considerably higher than an actual fire in its early stages.

Gypsum plaster board is an incombustible lathing material intended to serve as a base or backing for gypsum plaster.

The adhesion of the plaster to the board is so perfect that no mechanical key or clinch is necessary.

Tests conducted by the Bureau of Standards to determine this adhesion developed that it required a load of six pounds per square inch to separate the plaster from the board. Assuming the weight of plaster (three-quarters inch thick) at six pounds per square foot, this provides a factor of safety of 144. In commenting on this the report says:

"The adhesion of gypsum plaster to single-ply gypsum plaster board was such that when an attempt was made to pull the plaster free of the board, the board would either break, or the chip binder surfacing would fail, part of it pulling off with the plaster."

The Dwelling House Code of the National Board of Fire Underwriters, published during 1916, which contains suggestions for the construction and fire protection of dwellings, recommends the use of gypsum plaster board in the following:

"Sec. 30. As a fire protection to the roof construction by being applied under the rafters.

"Sec. 38. For the fire protection of wood joints, also behind stamped metal ceilings.

"Sec. 45. For the fire protection of woodwork located near boilers, furnaces, etc.

"Sec. 54. For fire-stopping purposes where considerable areas must be covered.

"Sec. 55. For the fire protection of wood beams, etc.; also the interior of pockets containing sliding doors. For fire protection of the underside of stairways.

"Sec. 58. As a fire protection behind wood wainscoting.

"Sec. 60. For dividing walls or partitions between rows of frame dwellings, also for the enclosures to stairway and other interior shafts in such buildings."

The use of incombustible gypsum wall board in place of combustible lath and plaster has been tried, tested and approved as a satisfactory construction where limited fire protection is desired.

The National Fire Protection Association, whose object is to reduce the nation's annual fire loss, with due regard to economy of materials and construction, approves the use of gypsum wall board wherever wood lath and plaster is permitted. This is evidenced by the report of their Committee on Building Construction for Private Residences, which was adopted in 1925.

Gypsum wall board, though intended for use without plaster, affords appreciable fire protection to the combustible construction to which it is attached.

In reports of fire tests made on gypsum wall boards by the Underwriters' Laboratories, Inc., on July 20, 1918, and June 26, 1920, the following is stated under the Fire Resistant Properties:

"It prevents the passage of smoke and flame, does not transmit heat to an objectionable degree and remains securely in position under such exposures for the period mentioned. When installed on both sides of four-inch wood studding, partitions so formed provide a substantial barrier to fire for about 20 minutes.

"These periods (of fire resistance) are approximately double those obtained in the tests of panels in which wood lath and plaster finish of average quality was employed."

The United States Department of Commerce Building Code Committee's report of July 20, 1922, Paragraph 45 (3), states:

"Gypsum wall board represents the nearest present approach to manufacture of completed plaster at the factory ready to be erected in place. * * * Wall board possesses the essential characteristics of rigidity, strength and finished surface common to plaster."

The exterior walls of frame construction can be reasonably protected against the fire hazard by the use of incombustible

gypsum sheathing board. A special gypsum board is made for use as sheathing, this board being one-half inch in thickness and covered with a specially processed waterproofed paper.

Tests conducted at Armour Institute of Technology, Chicago; at Columbia University, New York, and at the building departments of Detroit and Indianapolis attest to the suitability and strength of this type of construction.

It is a well-known fact that lumber, unless thoroughly kiln dried, will shrink, twist and warp, and no material used as sheathing can, if the condition is very severe, prevent this distortion. However, due to the additional bracing provided by the use of gypsum sheathing board, this movement can be counteracted to a great extent, and cracks in the interior finish caused by such movement reduced to a minimum and often eliminated.

Any of the standard exterior finishes, such as brick or stone veneer; siding, clapboards or shingles, or stucco over metal reinforcing, may be used over gypsum sheathing.

While the statistics indicate that the majority of fires are started from within rather than from without, sufficiently high is the percentage to justify protection of exterior frame walls by a covering of incombustible sheathing. Until America learns to protect combustible material with an incombustible covering, so as to confine the fire to the point of origin and thus prevent the spread, there is not much hope of cutting down the annual fire waste.

Contest in Interest of Electricity and Aeronautics.

Atlanta, Ga., September 4—[Special.]—A contest designed to stimulate interest in electricity and aeronautics has been arranged by the Utilities Information Committee of Georgia. This is an essay contest on the subject of "How the Development of Flying Can Advance the Electrical Art."

Any high-school boy or girl, 17 years or over, is eligible, and two scholarships will be awarded—one to the boy and the other to the girl presenting the best essay on the subject. In the event no girls enter the contest, the prizes will be awarded to the best and second best essays submitted by boys.

The scholarships will consist of two courses of instruction of three weeks each, given by the Atlanta Aircraft Corporation at Candler Field in Atlanta. The contest closes September 30. Expenses of the winners while in Atlanta will be paid by the Utilities Information Committee.

Lumbermen Meet at Jacksonville.

Jacksonville, Fla.—At a meeting here of the Georgia-Florida Sawmill Association it was decided to change the name of the association to the Southeastern Forest Products Association and to broaden the scope of the organization's work to serve all manufacturers of forest products in every way possible. Officers were elected as follows: J. H. Dowling, Odessa, Fla., president; J. D. Henderson, Bagdad, Fla.; L. P. James, Troy, Ala., and J. P. Lynch, Council, Ga., vice-presidents; R. H. Paul, Watertown, Fla., treasurer.

Atlantic Coast Line Extension to Marco, Fla.

The Atlantic Coast Line is reported to have completed 38 miles of its extension to Marco, on the west gulf coast of Florida. There are 23 miles already in operation between Fort Myers and Bonita Springs, and rails are now being laid into Naples on the extension from Bonita Springs. Upon the last 17 miles, 12 miles have been graded and some rails have been put down.

For \$500,000 Condensed-Milk Plant in Tennessee.

The Borden Southern Company, owned by the Borden Company of New York, advises the MANUFACTURERS RECORD that it contemplates building at Lewisburg, Tenn., a milk-condensing plant, to be designed by the company's own engineering staff, but that the project is only in a preliminary stage.

Reports from Lewisburg state that the plant will involve a cost of \$500,000, and will be located on property formerly owned by the American Lead Pencil Company, convenient to the Louisville and Nashville and the Nashville, Chattanooga and St. Louis railroads. The main building, it is understood, will be 400 by 100 feet, two stories, of modern construction and equipment. The capacity of the plant will be 325,000 pounds of whole milk daily, it is said, which will be supplied in the immediate territory surrounding Lewisburg.

Plans for 20,000-Acre Hunting Preserve.

Fredericksburg, Va.—A charter has been issued by the State Corporation Commission, Richmond, to the Blue Wing Club, of which Dr. George Bolling Lee of New York is president, conferring authority to acquire a maximum of 20,000 acres of land in Virginia for a hunting and fishing preserve. Incorporators of the club, whose main office will be located in this city, include in addition to Dr. Lee the following: Fred B. Peterson, New York, secretary; William E. Bryan and R. M. Littlejohn, all of New York; Taylor Burke, Alexandria, Va., and G. G. S. White, Newport, R. I.

Two Buildings for Teachers' College.

Bowling Green, Ky.—General contract has been awarded to Presley B. McChesney of Bowling Green for the erection of a fireproof library building and power house here for the Western State Teachers' College. The former will be 60 by 150 feet, three stories, and the latter 48 by 69 feet, both of steel frame construction, with steel roof trusses, brick exterior with stone facing, reinforced concrete floors and built-up roof. Capt. Brinton B. Davis of Louisville is the architect.

Florida Represented at Canadian Show.

Toronto, Canada.—Florida is represented with attractive exhibits at the Canadian National Exposition, which opened its doors in this city about two weeks ago. The Florida exhibits, from Orange county and St. Petersburg, are staged in the international section of the Pure Food Building. The Orange county exhibits are in charge of C. D. Kime, acting county agent, and others.

Sells Half of \$1,750,000 Bond Issue.

Fort Myers, Fla.—One-half of Fort Myers' general improvement-bond issue of \$1,750,000 has been sold to C. W. McNear & Co. of Chicago at 90.15. Funds from the sale will be used for sewer and water extensions, recreation facilities, gas extension, fire-fighting equipment and incinerator. It is understood that the remaining half of the bond issue will be sold April 15, 1927.

Mobile Votes \$500,000 of Bonds.

Mobile, Ala.—At a special election here recently, voters of the city approved a bond issue of \$500,000, to bear an interest rate of 4¾ per cent, for refinancing the City Treasurer and to retire a series of 6 per cent notes held by local banks. The proposition was carried by a vote of approximately five to one.

Saving the Iron That Goes Up the Stack.

About 75,000 tons of iron ore is lost yearly in the Birmingham (Ala.) district in the form of flue dust escaping from the blast furnaces, states the Bureau of Mines, which has conducted a study of the subject. The flue-dust losses in that district will average 250 pounds per ton of pig-iron produced. On the basis of the present rate of pig-iron production, the annual loss of flue dust exceeds 300,000 tons. The iron content of the dust probably averages 25 per cent, and the loss of iron from this cause thus amounts to about 3 per cent of the iron mined in the district. By the use of magnetic concentrators of various kinds, it is considered that much of this loss can be prevented.

Flue dust, which results from the smelting of ores containing appreciable quantities of fines, is one of the troublesome products of iron blast-furnace practice. Gases issuing from the furnaces at a high velocity carry small particles of coke, ore and flux into dust-collecting chambers. These particles constitute the flue dust. Losses of iron ore through the production of flue dust vary between wide limits in the different furnaces, and depend on a number of factors, such as size and design of furnace, amount of fines in the ore, the operating conditions and the blast pressure.

Blast-furnace operators of the Birmingham district keenly realize this waste. The ores are comparatively low grade and require more fuel than is ordinarily used elsewhere. Hence, the flue dust is low in iron content and high in coke. As a result it is not in suitable condition for direct sintering. In many other iron and steel centers direct sintering is a common practice. In the Birmingham district efforts have been made to prevent this loss by recharging the dust into the furnace, but, as might be expected, a material fine enough to be blown out once will very likely be carried over again. The operators of the district are endeavoring to prevent this waste, and it was at their request that the Bureau of Mines undertook this investigation.

The high content of gangue in the average flue dust of the Birmingham district makes it unfit to treat in the same manner as those of other districts where direct sintering is sufficient to produce a satisfactory product, state Oscar Lee, B. W. Gandrud and F. D. DeVaney in a report of the investigation just issued. The charge and the operating conditions at the various furnaces from which samples were obtained are so variable that no single sample of flue dust can be taken as representative. Likewise samples from the same furnace varied greatly in physical characteristics and in chemical composition. Hence, a successful concentration process must be capable of operating under a varying feed.

The coke can readily be removed by gravity concentration—for example, hydraulic classification. However, after the coke has been removed the remaining low-grade iron ore is not amenable to satisfactory concentration by ordinary methods. This is due primarily to intimate interlocking which required grinding to 100 mesh to liberate the hematite from the gangue. Material of such fineness is difficult to handle by gravity concentration.

In a number of the samples hot reducing gases in the blast furnace or in the dust catcher had converted the iron minerals from hematite or limonite into magnetite. When such an alteration has taken place, a good separation of the iron mineral from the gangue can be obtained by use of magnetic concentration machines.

Magnetic concentrators of various kinds, such as a magnetic wet cobber, a magnetic dry concentrator and a magnetic log washer, were used on flue dust in which the iron mineral had been converted into magnetite. The first two machines are built to handle coarse material, and the log washer is designed to handle fine material. The results obtained with these different machines show that a good

concentrate and a high recovery can be made by the dry concentration or the wet cobber without preliminary crushing. It is doubtful whether the added expense of fine grinding would be justified by the higher grade of concentrate obtainable in the magnetic log washer.

When a large proportion of iron is in the form of magnetite, a magnetic cobber will give excellent results at a low cost and requires a relatively simple installation.

Copies of Serial 2761, "Magnetic Concentration of Flue Dust of the Birmingham District," containing the detailed results of this investigation, may be obtained from the Bureau of Mines, Department of Commerce, Washington, D. C.

\$408,000,000 for Freight on Lumber in 1924.

Washington, September 4—[Special.]—Every thousand feet of lumber used in the United States in 1924 paid a freight bill of \$12, it is computed by the United States Forestry Service. The entire lumber freight bill in 1924 was \$408,000,000, it is reported, which includes rail and water shipments, domestic and imported lumber, hardwoods and both primary hauls and redistribution.

The rail-shipped lumber was hauled on an average more than 700 miles. In 1914 the average rail haul was about 360 miles and in 1920 about 600 miles. The average rail haul would be much longer at present if it were not for the rapidly increasing quantities which go through the Panama Canal from the West Coast to Eastern consuming points. If the rail haul continues to lengthen at its present rate of increase, the Forest Service estimates that the rail haul of lumber shipments will average 1000 miles by 1935.

The average freight on lumber grown and used within the boundaries of a single state is \$5.32. For lumber hauled in from other states the charge is more than doubled, or \$10.76 per 1000 feet. The average cost of the initial haul throughout the entire United States, including imported lumber, is \$9.09 per 1000 feet. This figure does not account for redistribution, the cost of which is estimated at about \$2.90 per 1000. The entire freight bill, both rail and water, omitting redistribution, was \$310,000,000 in 1924, of which \$17,000,000 was paid on shipments of imported foreign lumber. Redistribution added \$98,000,000 to this total.

Out of total lumber imports amounting to 1,766,068,000 feet in 1924, 1,400,000,000 feet came in by rail, mainly from Canada. The freight bill for rail imports was over \$13,000,000 and for water imports \$3,700,000.

Omitting redistribution, the United States in 1924 paid a rail freight bill of \$273,000,000 and a water-freight bill of nearly \$37,000,000 on the lumber it used during the year. As compared with this the 1920 lumber freight bill was \$230,000,000 for rail shipments and \$20,000,000 for water shipments.

The state of New York alone, with a lumber-freight bill of \$37,600,000, paid 12 per cent of the 1924 shipping costs, while 60 per cent of the nation's bill was paid by 10 leading states, which rank, according to the amount of lumber freight they paid, New York, Illinois, Pennsylvania, California, Michigan, Ohio, Minnesota, Texas, Indiana and Massachusetts.

To Build \$50,000 Lumber Plant Addition.

Atlanta, Ga.—The construction of a two-story brick addition to the plant of the Massell Lumber Company of this city, to cost about \$50,000, will be started immediately, according to L. I. Massell, vice-president and general manager of the company. This addition will add about 20,000 square feet of floor space to the plant and will be equipped for planing work.

THE IRON AND STEEL SITUATION

No Great Change in Steel—Production Maintained.

Pittsburgh, September 6—[Special.]—While there has been little specific change in steel-trade conditions in the past week or two, the general appraisal of mill operating prospects is higher than that at the middle of August. The official report of steel production in August is expected to show a slight gain over July and the chances now seem to be that September will show an increase over August.

On account of mill operations being unusually well sustained in the summer, there was doubt whether the rate would be continued throughout the year. Certain lines normally decrease their consumption as winter is approached, but new and special business is developing in several directions and current specifying and buying in regular channels is showing some increase over the August average. This is noted particularly in bars, shapes, plates and sheets.

While merchant-pipe buying has been decreasing slightly in the past few weeks and oil-country goods buying is on the wane, both developments being seasonal in character, the pipe mills have backlog tonnage already assuring them full operation through next month, and line-pipe business is now coming out, possibly sufficient to take up all the usual winter slack. A subsidiary of the Standard Oil Company has placed an order for line pipe with the National Tube Company for an oil line in Colombia, South America, 300 miles of 10-inch, and several lines are coming out for laying in this country, the big one being the 450-mile 20-inch gas line from the Amarillo field in Texas to Kansas City.

Last week's fabricated steel bookings were the largest reported for any week since last March, on account of about 30,000 tons being let for two bridges from New Jersey to Staten Island, other jobs totaling 25,000 tons. The average since July 1 is now pulled up to only a few per cent below the average of lettings in the first half of the year.

Finished steel prices have shown no appreciable change in strength in the past week. Actual advances and declines are unusual, making quite a contrast with the way the steel market used to move.

Bars and shapes on ordinary orders stay firm at 2.00 cents and plates at 1.90 cents. Recent hopes of mills that advances would be obtained on fourth-quarter contracts, over those in present contracts, are not very likely to be borne out, but at any rate the market on the whole is stronger than three or four months ago. Sheets recently became steady at regular prices, the shading so prominent in May and June having gradually disappeared.

Several sheet mills have put out a new card of gauge differentials on black and galvanized sheets, changing the base from 28 to 24 gauge. Average prices would be about the same, lighter gauges being higher and heavier gauges lower than formerly. It is not clear yet whether the new system will come to prevail in the actual market.

Production of pig-iron and ferro-alloys in the first half of this year is officially reported at 20,016,082 gross tons, or 4.5 per cent increase over the first half of last year. Production in July and August has run well above that in the same months of last year, and 1926, as a whole, seems likely to show at least 5 per cent gain over last year. The production would be about 5 per cent under that of 1923, when production was particularly heavy to replenish stocks depleted during the coal strike of 1922. Steel ingot production made a new record in 1925 and will break that record this year. To date the year is about 9 per cent ahead of the same period of last year, but, in view of the particularly heavy

production in the closing months of last year, this percentage lead is likely to be reduced.

Connellsville coke is firm, but quiet. Operators are in strong position on account of their large sales of gas coal for export.

Heavy melting steel scrap has been quiet, but easily holds its prices.

Inquiry for foundry pig-iron from valley furnaces has broadened and the market is looking up, with prospects that the low sellers of the past few weeks will soon withdraw their lower prices.

Continued Active Production Anticipated.

Birmingham, Ala., September 6—[Special.]—Pig-iron requirements in this territory will be as voluminous as during the previous quarters of the year, and production and melt through the last three months of the year will be active. Furnace interests of Alabama give no intimation of any decline in quotations, though larger melters of iron are holding off in their big buying, the assertion being made that concessions in prices are looked for. Iron is selling in small lots yet at \$21 per ton, No. 2 foundry, and the September probable make has been fairly well covered. Some of the sales recently will go over into the fourth quarter as to delivery, but the tonnage books for the last three months is yet light. The large sized and pressure-pipe makers are bending efforts to get out and ship pipe as quickly as it is manufactured and much iron is being used. These interests have some raw material on hand and are asking steady delivery from the blast furnaces on what is still due them.

Fourteen blast furnaces continue on foundry iron. The Sloss-Sheffield Steel and Iron Company blew in its No. 4 furnace after relining and repairing. The No. 3 furnace, also located at North Birmingham, will undergo relining and repairing, the plans being to keep both furnaces at North Birmingham, as well as the two city furnaces, in full blast. The Sloss-Sheffield Steel and Iron Company is working steadily on its new city blast furnace, the foundation work having been completed some time since and the superstructure now being well up. The two blast furnaces being erected at Fairfield by the Tennessee Coal, Iron and Railroad Company, to have a daily output of around 600 tons each of basic iron, will not be completed until near summer next year. These furnaces will produce the additional basic needed as the open-hearth furnace population of the district grows. The No. 4 blast furnace of the Ensley group of six blast furnaces, recently relined and repaired, is making more than 500 tons of iron daily. The group of furnaces at Ensley manufactured around 90,000 tons of basic iron in August.

The surplus stock of pig-iron on yards, excepting basic, is not very extensive. There will not be much, if any, addition this month to the foundry piles of iron on yards.

Survey of the iron-melting interests shows a steady trade in many directions. Jobbing work in machine shops and foundries holds up well and other lines have activity which promises to continue for quite a while and require much iron to complete. The cast-iron pressure market is strong, the quotations firm at \$40 on six-inch and larger sized pipe.

Steel market conditions in Alabama are very good. The Ensley mills on rail have been working day and night and shipping as quickly as producing. The demand for rail promises to continue indefinitely, local requirements being extensive. The Southern Railway has already announced that it will relay several hundred miles with heavier rail during the coming year, and other railroads will do as much in the coming 12 months as they did in 1926, as the pros-

pects are that day and night operations at the rail mill will continue. Other shapes of steel are in good demand, wire and nails going steadily.

The coal industry is picking up. The announcement of the three-year contract made by the National Coal and Coke Company, Birmingham, J. Frank Rushton, president, with the New Orleans Public Service Company for 1000 tons of coal daily, that corporation to powder the coal for fuel, was of significance, bringing out the fact that powdered coal in the New Orleans territory might replace oil as a fuel and the Alabama mines would be called upon to furnish the product. Three sugar refineries are adding equipment to use powdered coal. A trial has been made in Birmingham at the larger local ice-making plant with powdered coal and has been found to be a method showing a saving in cost of fuel. The Central of Georgia Railroad, which, with the Ocean Steamship lines, increased its maximum order 200,000 tons for the current year, to use as a total around 1,000,000 tons of Alabama coal, is asking delivery on the product in good tonnages. This railroad and steamship line has shown an interest in the Birmingham territory, which, in turn, furnishes a healthy traffic for the railroad.

Coke market in Birmingham is good, foundry coke selling at from \$5.50 to \$6 per ton. Independent producers are operating all by-product ovens in condition.

The old-material market remains quiet, dull being a good word to use. Heavy melting steel is still quoted at \$13 and no sale. Cast scrap is the most active of the old-material products.

Quotations for pig-iron and iron and steel scrap follow:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$21.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$21.50; iron of 2.75 to 3.25 per cent silicon, \$22.00; iron of 3.25 to 3.75 per cent silicon, \$22.50; iron of 3.75 to 4.25 per cent silicon, \$23.00; charcoal iron, f. o. b. furnace, \$30.00.

OLD MATERIAL.

Old steel axles	\$17.00 to \$18.00
Old iron axles	17.00 to 18.00
Old steel rails	13.00 to 14.00
Heavy melting steel	13.00 to 14.00
No. 1 cast	16.50 to 17.00
Stove plate	14.00 to 14.50
No. 1 railroad wrought	12.00 to 13.00
Old car wheels	16.00 to 17.00
Old tramcar wheels	16.00 to 17.00
Machine shop turnings	8.00 to 8.50
Cast-iron borings	8.00 to 8.50
Cast-iron borings (chem.)	15.50 to 16.50

Gain in Half-Yearly Pig-Iron Production.

For the first six months of 1926 the output of pig-iron, according to the American Iron and Steel Institute, amounted to 19,679,737 gross tons, as compared with 17,264,686 tons for the second half of 1925 and 18,851,627 tons for the first half.

Pig-iron production in the Southern states for the first half of this year amounted approximately to 2,200,000 tons, which is a little more than the output for the first and second half of 1925.

Increasing Coal Exports.

Up to August 15 coal exports and foreign bunker business from Hampton Roads increased about 3,000,000 tons compared with last year. While total coal exports are small compared with this country's production, the gain made in exports is notable. Since the British coal strike began that country has purchased about 2,000,000 tons of coal from the United States. As long as the strike continues we should be able to increase our shipments to England. It is stated that Great Britain has been paying about \$14.50 per ton for German and Belgian coal, but that high-grade American coal can be delivered on board ship at English ports for between \$8.65 and \$9.40.

RAILROADS

\$35,000,000 ILLINOIS CENTRAL BONDS.

Proceeds of Issue Sold to Kuhn, Loeb & Co. Will Cover Cost of Big Improvements.

The Illinois Central Railroad has sold to Kuhn, Loeb & Co. of New York, subject to the approval of the Interstate Commerce Commission, \$35,000,000 of 4½ per cent 40-year coupon bonds dated August 1, 1926, this financing being to provide money for capital expenditures, including the big low-grade cutoff from Edgewood, Ill., to Fulton, Ky., 166 miles; the extensive improvement of terminal facilities at Paducah, Ky., where about \$8,000,000 will, it is said, be expended, while the cutoff will cost \$17,000,000 or more, and also track elevation at Jackson, Miss., and other work there and at Clarksdale, Miss. Some of the work has been completed, but the great bulk of it is yet to be finished.

A press report from Paducah says that the brick work on all of the shop buildings now under contract at the new terminal there has been completed, Joseph E. Nelson & Son Construction Company of Chicago having just done the last of it on the paint and tank shop. The locomotive shop is to be finished in December. Another important unit under construction is the boiler shop. About 6 or 8 miles of sewer and water pipes are being installed by the same contractors. The Dominion Construction Company has the contract for a huge fill that is being made, the dirt for this coming from the grading on the Edgewood-Fulton cutoff. The car-repair shop will be the largest of all the buildings. It is expected that the contract for it will be let before January.

Weekly Freight Loadings Continue Over 1,000,000 Cars.

Loading of revenue freight for the week ended on August 21 totaled 1,088,791 cars, according to reports filed by the carriers with the Car Service Division of the American Railway Association. This total was an increase of 8796 cars above the same week last year and an increase of 106,031 cars above the same week in 1924. It was the thirteenth week this year that loadings have exceeded the million-car mark, but the total showed a decrease of 20,766 cars as compared with the preceding week, decreases in the loading of all commodities being reported, except merchandise and less than carload-lot freight and coke, which showed small increases.

Since January 1 of this year there have been a total of 33,563,278 cars loaded with revenue freight, which compares with 32,470,570 cars in the corresponding period of last year and with 30,533,249 cars in the same period of 1924.

Old Rails Wonderfully Well Preserved.

Jacksonville, Fla., Sept. 3.—[Special.]—A mystery which the steel industry is setting out to explore has developed in Florida, according to the Florida State Chamber of Commerce, and it is intimately connected with the St. Joseph and Iola Railroad, built in the early 1830's from St. Joseph, in what is now Gulf county, to the Dead Lakes, near Wewahatchka. Fragments of iron or steel rails found in the ruins of the old city of St. Joseph and along the right of way of the railroad have been sent to laboratories in Philadelphia for investigation to determine just what they are and how they were made. Interest in the subject arose when it was realized that the pieces of rail, although more than 85 years old, appeared to be none the worse for rust during nearly 100 years. Although lying in the open salt air and

unprotected, they appeared to be as well preserved as when they were abandoned. Although much smaller than the standard rails of today, they are heavier in proportion, indicating a metal of great density. There is nothing to show where or when the rails were manufactured. When the St. Joseph and Iola Railroad was abandoned, most of the material was taken up and used in the construction of a railroad out of Monroe, Ga.

Frisco System to Build Extension at Once.

Now that the Interstate Commerce Commission has approved the plan of the St. Louis-San Francisco Railroad to build its proposed extension from Aberdeen, Miss., to Kimbrough, Ala., 152 miles, to connect with the Muscle Shoals, Birmingham and Pensacola Railroad, which it recently purchased in order to gain a tidewater outlet on the Gulf of Mexico, it is announced that actual construction will begin October 1. The acquired line is already in course of rehabilitation all the way from Kimbrough to Pensacola, 143 miles. It is reported that about \$7,000,000 will represent the construction cost of the Aberdeen-Kimbrough extension and two or three millions of dollars more will be required to lift the Kimbrough-Pensacola line to Frisco standards. Large purchases of rails, rail fastenings, etc., will be made. According to a report quoting officials of the system, the route from Aberdeen will be via Columbus, Pickensville, Aliceville, Boli-gee, Demopolis, Linden and Magnolia to Kimbrough.

It is understood that at some time after the line from Aberdeen to Pensacola is completed the company will build a connecting line from the Birmingham route of the Frisco at Bessemer via either Tuscaloosa or Selma. Then an arrangement may be made with the Alabama, Tennessee and Northern Railroad for entrance to Mobile, Ala., over its line and giving the system a second port on the Gulf. At Pensacola plans are being made to improve terminals.

Georgia and Florida Railway's Reorganization Plan Announced.

John Skelton Williams, receiver for the Georgia and Florida Railway, is quoted in New York as saying that plans to end the receivership and reorganize the company are nearly completed and will soon be filed with the Interstate Commerce Commission for approval. New financing, amounting to between \$5,000,000 and \$6,000,000, is necessary, and about \$3,500,000 of this is to be spent on the property, \$2,500,000 being for the proposed new extension from Augusta, Ga., to Greenwood, S. C., 56 miles, and \$1,000,000 for 530 freight cars now being built.

The New York Times reports Mr. Williams as follows:

"Except for a loan of \$792,000 from the Government, all existing liens will be retired, including \$5,804,000 in first mortgage 5 per cent bonds, \$2,000,000 general 6 per cent bonds, \$200,000 Georgia and Florida Terminal 6 per cent bonds, \$212,000 Millen and Southwestern Railroad first 5 per cent bonds and approximately \$1,200,000 in receiver's certificates.

"The new company will be organized under the laws of Georgia. It will start with outstanding capitalization consisting of between \$3,500,000 and \$4,000,000 first mortgage bonds bearing interest of between 5 and 6 per cent; approximately \$1,500,000 non-mortgage 6 per cent income bonds; the \$750,000 equipment trust certificates which have been sold subject to the approval of the Commerce Commission, and new 6 per cent preferred stock and new no par value common stock.

"Holders of the first mortgage bonds now outstanding will receive new first mortgage bonds and the right to subscribe to the new preferred and common stocks in amounts and at terms to be decided upon soon. Holders of the general 6 per cent bonds will be permitted to subscribe for shares of the new stock. I regret to say that no provision could be made for owners of the \$3,478,000 preferred stock and the \$5,217,000 common stock."

Chesapeake and Ohio Seeks Three Short Lines.

Negotiations are reported in progress for the Chesapeake and Ohio Railway System to acquire the Sewell Valley Railway, the Loop and Lookout Railway and the Greenbrier and Eastern Railway, short lines in West Virginia connected with each other and also connected with the Chesapeake and Ohio. The Sewell Valley Railway, which includes the Loop and Lookout as part of its line, is 39 miles long from Nallen via Rainelle to Meadow Creek, on the Chesapeake and Ohio, the Loop and Lookout part of the line being that from Nallen as far as Dwyer, 17½ miles. There is also a branch from Rainelle to Rupert, 8 miles. The Greenbrier and Eastern runs from G. and E. Junction, near Rainelle, to Johnstown, 11 miles. The price for the three railroads is said to be \$2,409,000. T. W. Raine is president of the Sewell Valley Railway and A. B. Crichton is president of the Greenbrier and Eastern.

Seaboard's Miami Extension Being Pushed.

Construction of the Seaboard Air Line's extension from West Palm Beach to Miami, Fla., about 68 miles, is progressing finely, according to press reports from the section traversed by the line. Track has been laid from West Palm Beach southward to Delray, about 18 miles, and about 10 miles of track are also reported laid northward out of Miami. On the remaining 40 miles of the extension construction of both line and station facilities is reported progressing satisfactorily. The line is to be in operation at the beginning of the winter tourist season. It is understood that all contracts have been awarded.

Tennessee Central Equipment Trust.

The Tennessee Central Railroad has applied to the Interstate Commerce Commission for authority to issue \$675,000 of 5 per cent equipment trust notes, with the Chemical National Bank of New York as trustee. The trust will include 100 steel hopper cars, \$177,150; 100 steel gondola cars, \$179,650; 25 steel underframe flat cars, \$43,037; 50 steel underframe stock cars, \$93,750; 2 steel baggage cars, \$29,000, and 4 Mountain-type locomotives, \$173,665. The company also proposes to purchase 8 Mikado-type locomotives from the American Locomotive Company, these to cost \$256,000.

Missouri Pacific Wants Line to Louisiana Coast.

President L. W. Baldwin of the Missouri Pacific Railroad has, according to a press report from St. Louis, confirmed the statement that negotiations are in progress to buy the New Orleans and Lower Coast Railroad, 60 miles long, from New Orleans southeast to Buras, La. H. Generes Dufour of New Orleans is president. He is further quoted as saying that his company has agreed with the voting trust of the bondholders of the Louisiana line for its purchase, subject to the approval of the Interstate Commerce Commission, with which application will be filed.

Southern Completes Telephone Circuit.

Telephone dispatching lines between Atlanta and Macon, Ga., 88 miles, were placed in service by the Southern Railway system, September 1, completing the installation from Chattanooga to Macon, 240 miles. The Southern now has a telephone system covering 2060 miles of its principal lines, thus: Washington and Birmingham via Atlanta; Cincinnati and Meridian via Chattanooga and Birmingham; Salisbury, N. C., and Chattanooga via Asheville and Knoxville, and Chattanooga and Macon via Atlanta.

TEXTILE

Cloth Mill Completed at Anderson, S. C.

The recently completed Ladlassie Mills at Anderson, S. C., is engaged in the production of Ladlassie cloth, a fabric originally manufactured at the Brogon Mills, whose trademark was acquired by the Ladlassie Mills at the time the Brogon mills sold its plant and went into liquidation.

The mill building is of one story, with basement under the entire structure. It is 107 by 272 feet and has a floor area of over 48,000 square feet. The equipment consists of 200 Draper automatic looms, the product of the Draper Corporation, Hopedale, Mass.; 100 Crompton & Knowles box looms, made by the Crompton & Knowles Loom Works, Worcester, Mass.; Cohoes slashers, made by the Cohoes Iron Foundry



NEW PLANT OF LADLASSIE MILLS, ANDERSON.

and Machine Company, Inc., Cohoes, N. Y.; calenders and finishing machinery made by the Textile Finishing Machinery Company, Providence, R. I.; two yarn-dyeing outfits—one a Butterworth chain outfit made by H. W. Butterworth & Sons Company, Philadelphia, Pa., and one a beam dyeing outfit made by the Gaston County Dyeing Machinery Company, Stanley, N. C. In addition to the main building a separate structure houses the dyeing equipment.

The entire mill is electrically operated by means of either individual or group drives. Power is supplied by the Southern Power Company, Charlotte, N. C. T. C. Thompson & Bros. of Charlotte were the general contractors; J. E. Sirrine & Co., Greenville, S. C., the engineers.

Program for Southern Textile Exposition.

Greenville, S. C.—A program for the Southern Textile Exposition, to be held here from November 1 to 6, inclusive, is being arranged by a citizens' committee, of which Capt. Reid Elkins is chairman, and all other committees are co-operating. The principal event of the week, it is stated, will be the convention of the Southern Textile Association. As announced in the MANUFACTURERS RECORD last week, arrangements have been made for the erection of an annex to Textile Hall, in which some of the more important exhibits of the Exposition will be housed.

Will Take Over Mills and Renew Equipment.

The Clyde Mills, Inc., R. B. Knox, vice-president and general manager, which have recently organized to take over the cotton mills at Newton, N. C., and Tuckertown, N. C., formerly owned by the Mecklenburg Mills, advise the MANUFACTURERS RECORD that plans are being made to overhaul and renew equipment in the plants and to put them in operation in about ninety days. The mills will produce fabrics for the cotton-glove trade. Officers of the new company, in addition to Mr. Knox, include H. W. Anderson, president, and George Benner, secretary and treasurer.

Improvement in Textile Industry.

Washington, September 4—[Special.]—The cotton-textile industry continues to lag behind the general level of American industrial stability and progress, but is rapidly formulating plans to pull itself out of this condition. This is the report brought back to Washington by Edward T. Pickard, chief of the textile division of the United States Department of Commerce, who has just returned from a six weeks' trip through the Southern cotton and cotton-manufacturing states.

General business conditions observed during the course of the trip are very favorable, Mr. Pickard reports, and considerable improvement is apparent in the cotton-textile industry.

One of the principal objects of the trip was to discuss with various leaders of the industry the organization of a movement within the cotton-textile industry, having as its object the elimination of waste in all branches, from raw materials to finished products. It is generally agreed that huge sums might be conserved each year which are now dissipated in wasteful practices of manufacture, transportation, distribution, packing, administration or many other elements involved. These wastes as they now exist are not altogether due to indifference on the part of those concerned, but rather result from the lack of a medium through which common problems could be studied and worked out for correction, with the authority of the entire industry behind it for adoption, in the opinion of Mr. Pickard. He predicts that tangible results of this realization will develop in a few months and that a movement for the elimination of waste will be organized entirely within the industry, with the Department of Commerce lending aid in every possible way.

The organization of the proposed Textile Institute proves to be a lively topic of conversation throughout the cotton districts, Mr. Pickard reports. The entire cotton-textile industry of the country has recognized the community of its interests, and is of the opinion that such a central agency will be of great help in solving the industry's problems and establishing it on a firm and progressive basis on a level with other great American industries.

Davison's Textile Directory Issued.

The thirty-ninth annual edition of Davison's Textile Blue Book has been issued by the publishers. All mills that have suspended business have been taken out and 750 new manufacturers added. Thousands of changes in mill names, officers, goods made, equipment, selling agents, etc., have been made and the various dealers and other allied lines have been brought up to date. A separate list of new mills is shown, together with a list of all mills with dye houses. A classified directory of dyers and finishers is given.

The textile Blue Book includes the following: Directory of Cotton Mills, Woolen Mills, Worsted Mills, Silk Mills, Knitting Mills; Jute, Linen and Flax Mills; Canadian Mills, Dyers and Finishers, Mills with Dye Houses, Commission Merchants, Cotton Dealers (both domestic and foreign), Wool Dealers, Linter Dealers, Waste Dealers and Manufacturers (both domestic and foreign), Wholesale Rag and Remnant Dealers, Textile Supplies, New Textile Mills, Classified Directory of Mills.

Two editions are issued—the office edition of 1950 large-size pages, with heavy cloth binding, and the handy edition of 1800 pages, with all the information given in the larger book, except the classified directory of mills and the textile buyers' guide. The Salesmen's Directory, bound in flexible cover, size 3½ by 5¼ by ½ inch, is much smaller than the handy edition, but has a full report of every textile mill, dyer, finisher and bleacher, arranged alphabetically, all mills under each town.

New Addition for Houston Textile Mills.

Outlining plans for the erection and equipment of an addition to their plant, to which reference was made in the MANUFACTURERS RECORD last week, the Houston Textile Mills advise that the addition will include a concrete mill building, 357 by 107 feet, one story, and a three-story concrete warehouse, 100 by 100 feet. Picking, carding and spinning machinery will be installed in the new mill, while the present mill will be used for warp preparation, weaving, finishing and dyeing. J. E. Sirmine & Co. of Greenville, S. C., are the engineers and the C. G. Street Construction Company of Houston general contractors.

Machinery contracts have been awarded as follows: Picking, carding and spinning machinery, Whitin Machine Works, Whitinsville, Mass.; looms, Crompton and Knowles Loom Works, Worcester, Mass.; napping machinery, Woonsocket Napping Machine Company, Woonsocket, R. I.; warping machinery, T. C. Entwistle, Lowell, Mass.; winders, Universal Warping and Winding Company, Paterson, N. J.; sprinkler system, Rockwood Sprinkler Company, Seattle, Wash.; humidifiers and steam equipment, Parks-Cramer Company, Fitchburg, Mass., and electrical work, A. T. Vick Company, Houston.

\$500,000 Textile Mill Planned at Morrilton, Ark.

Detailed information concerning the cotton mill to be established at Morrilton, Ark., is given in the following letter to the MANUFACTURERS RECORD from Tom Davis, secretary of the Morrilton Chamber of Commerce:

"The 10,000-spindle mill that Morris & Co., Inc., of Groveville, N. J., is to move here is to be had on the following basis: Morrilton is subscribing for \$150,000 in 7 per cent preferred stock and Morris & Co. is taking \$50,000 of the same kind of stock, and with the \$200,000 preferred stock will be given 10 per cent of no par value common stock. Morris & Co. will own the balance of the common stock. Counting the common stock and the building and site, there will be an approximate investment of \$350,000, all of which is practically assured. The plans and specifications and the papers of incorporation for the new company are now being drawn and will be executed within the next 30 days."

E. T. Gerry, manager of Morris & Co., writes: "The total investment in land, buildings and machinery will not exceed \$500,000 and that will place us in a very good position."

Preliminary announcements concerning the proposed mill indicated that the total investment for land, plant buildings and equipment would be about \$1,250,000, as referred to in the MANUFACTURERS RECORD of July 22.

Damage by Cotton-Leaf Hopper in Georgia.

Atlanta, Ga., September 4—[Special.]—A survey of 47 counties in Georgia shows that while damage from the cotton-leaf hopper is heavy, ranging from 10 per cent to as high as 60 per cent, increases in acreage and better weather conditions in the northeastern section of the state will, to a large measure, counteract this damage. Of the counties in the survey only 19 reported a probable decrease in yield, while 9 reported that the crop would be the same as that of 1925 and 19 reported an increase in the probable total yield for the year. Boll-weevil damage throughout the state has been light this season.

Hancock county, Mississippi, which recently voted \$1,250,000 of bonds for building levees for road protection, will receive bids until October 4 through its Board of Supervisors, Ray St. Louis, for the purchase of \$800,000 of these bonds.

Good Roads and Streets

Asks Bids on \$7,500,000 of Bonds.

Jefferson City, Mo.—Sealed bids will be received until September 15 by the Board of Fund Commissioners at the office of C. E. Stephens, State Treasurer, for the purchase of \$7,500,000 of Missouri road bonds. The bonds will be dated September 1, 1926, and will bear an interest rate of 4¼ per cent. They will be issued in denomination of \$1000 each.

Bids on Six Miles of Road Work.

Austin, Texas.—Sealed bids will be received until September 15 by A. C. Love, state highway engineer, for 6.23 miles of road work in Travis county, to consist of grading, re-shouldering, constructing concrete drainage structures and surfacing with crushed gravel. Plans and specifications may be seen at the office of O. Leonard, county engineer, Austin, and at the office of the State Highway Department.

Coral Gables Paving to Cost \$1,400,000.

Coral Gables, Fla.—A contract has recently been awarded by the city of Coral Gables to W. T. Price of Coconut Grove, Fla., for the construction of sidewalks, curbs and streets, to cost approximately \$1,400,000. The work will involve 1,206,780 square yards of asphaltic surface treatment, 695,499 square yards of waterbound macadam, 120,955 linear feet of curbing, 4,328,610 square feet of sidewalks, 51,207 cubic yards of rock excavation and 17.58 acres of clearing. Edmund Friedman is the city engineer.

Bridge Construction in Arkansas.

Little Rock, Ark.—During the past 18 months contracts have been awarded by the State Highway Commission for 18 bridges, according to Herbert R. Wilson, chairman. The cost of these structures approximates \$700,000, the most important being the White River bridge at Batesville, to cost about \$330,000. Construction is expected to be started within a few months on the Harahan viaduct, which will form the Arkansas approach to the Harahan bridge across the Mississippi River at Memphis, Tenn., and the bridge across the Arkansas River at Dardanelle. The former will cost about \$1,000,000 and the latter \$650,000. The Cody bridge across the St. Francis River in Lee county, to cost \$250,000, may also be built during the coming year.

Road and Levee Work in Louisiana.

Baton Rouge, La.—Sealed bids have been invited by the Louisiana Highway Commission for three projects covering a total of more than 26 miles of road and levee work, the latter to embrace the excavation of a muck ditch and construction of retaining levees in St. Charles parish on the Hammond-New Orleans highway, along the south shore of Lake Ponchartrain. This work will begin at the St. Charles-Jefferson parish line and extend to La Branch, a distance of 5.35 miles. It will involve approximately 1,054,000 cubic yards of excavation, and bids will be received until September 9.

Proposals will be received until September 16 for 16.509 miles of shell road in Lafourche parish, and until September 21 for 4.677 miles of gravel road in Catahoula parish. Plans and specifications may be obtained from the office of the commission.

MECHANICAL

Water Accurately Measured on Pavers.

Measurement of water with an accuracy as great as is obtained by weighing apparatus is claimed by the Chain Belt Company, Milwaukee, Wis., for the new pressure water system designed for its 27-E Paver. In addition, the water is gotten into the drum in about 10 seconds, with practically no dribble.

The water system consists essentially of a 42-gallon drum-type tank from which the quantity of water delivered is controlled by a siphon at one end which can be rotated about the axis of the tank. When the mouth of the siphon



NEW WATER TANK FOR PAVERS.

is uncovered and the air breaks the siphonic action, the shape of the siphon is such that all of the water above its mouth is discharged and the flow stops almost immediately. The quantity is, therefore, dependent on the level of the siphon mouth, which level can be varied by rotating the siphon. This rotation is effected by a rod carried through the end of the tank opposite the outlet and connected with the screw handle apparatus shown in the illustration.

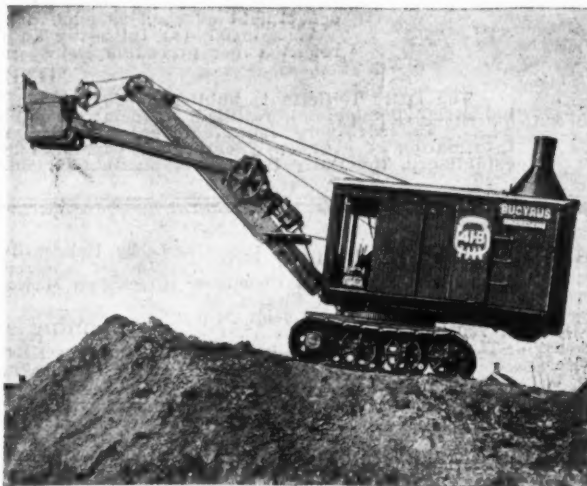
Both shop and field tests covering several months have been made on this system, the latter in conjunction with the Iowa State Highway Department. Speed was attained by enlarging the discharge from $2\frac{1}{2}$ to 3 inches and straightening it out as much as possible. Reduction of the dribble period was also noteworthy. With a setting of 25 gallons, or 208 pounds, 192 pounds discharged in 6 seconds, while the last 16 pounds required only 4 seconds more. With the old system used heretofore by the company 25 gallons would be discharged as follows: 166 pounds in 15 seconds and the last 42 pounds in from 30 to 40 seconds more. Elimination of the dribble by the improved siphon is responsible for the accuracy of the new system, according to Charles Ball, chief engineer of the company.

Shovel and Dragline Machine.

The 41-B, a $1\frac{1}{4}$ -yard shovel, recently announced by the Bucyrus Company, South Milwaukee, Wis., has been built primarily for jobs of excavation where capacity greater than that afforded by a 1-yard dipper is needed. This new shovel, illustrated herewith, has a two-part hoist and is quickly and easily convertible to a dragline. The shovel is designed so that the drum speed is the same for either dragline or shovel work. Therefore, all that is necessary to convert the shovel to a dragline is add the drag drum, change the booms and cables and add the fairlead. The drag drum is mounted well back on the shovel, giving the desirable long lead from the fairlead to the drum. As a dragline the machine is offered with a 40-foot boom and a 1-yard bucket or a 45-foot boom with a $\frac{3}{4}$ -yard bucket.

The capacities offered by this machine, both as a shovel

and a dragline, have proven very popular, especially for the larger excavation jobs and for work outside of cities. Except for the larger capacities and working ranges, making



NEW $1\frac{1}{4}$ -YARD SHOVEL AT WORK.

correspondingly heavier working parts, this is a companion machine to the Bucyrus 31-B, the one-yard shovel recently announced by this company.

Details include box girder boom, outside dipper handles, two-part hoist working over a large diameter sheave, cast base and revolving frame, and caterpillars employing larger diameter rollers and tumblers. It takes its place midway between the 31-B 1-yard shovel and the 50-B, a $1\frac{3}{4}$ -yard shovel.

Commendations, Kicks and Comments

A Real Prohibitionist Expresses His Views.

R. N. BURKS, Pine Bluff, Ark.—Enclosed is 50 cents, for which you will please send me one copy of your Blue Book of Southern Progress.

I get real enjoyment in reading your wonderful paper, and think it to be the greatest exponent of the South.

Permit me to heartily commend your stand on Prohibition and may God grant you power to carry on, and I have no doubt of the success that will crown your efforts. There are thousands of people who openly condemn Prohibition, but deep down in their hearts know better, vote differently from their expression, and trust to Providence to guide them right in spite of their own damphool notions.

Commendation From Memphis.

W. R. KENDALL, Stewart Bros. Hardware Co. Memphis, Tenn.—Thank you for directing my attention to the article on Memphis in June 24 issue, but this was unnecessary, for reading the weekly issues of the MANUFACTURERS RECORD is a fixed habit with me, from which I derive a great deal of valuable information and much pleasure.

Mrs. Finley's article is well written, but she could have used an entire issue and then not tell half that Memphis has accomplished in a decade. Our growth has been rapid but steady, on a firm foundation and with no inflation. Many large tracts of lands in immediate suburbs that were \$150 in acre farms less than ten years ago are now model residential centers, selling from \$50 to \$100 a foot, and built up with homes costing from \$10,000 to \$100,000. All of this has been accomplished in a quiet, matter-of-fact way, absolutely devoid of any speculative bombast.

Any manufacturer looking for a location will do well to "See Memphis First." We have the climate, labor, raw materials and transportation facilities, together with a city of homes, churches, public parks and amusement centers, with a native white citizenship far above the average in education and culture, who go out and do things and then take on the next job at hand without any boasting or self-praise.

In conclusion, allow me to say that the MANUFACTURERS RECORD should be carefully read each week by every business man in the United States on account of its outstanding Americanism, as understood by the framers of our Constitution, and for its fearless position on questions of political, civic and commercial righteousness.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

An asterisk (*) following an item indicates that the enterprise has been reported in a preceding issue.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airplane Plants, Stations, Etc.

Fla., Jacksonville—Maj. Reed Chambers, of Tampa, Pres. and Gen. Mgr. Florida Airways Corp., reported purchased 3 cabin Stinson-Detrolter 200 h.p. planes for the Atlanta-Jacksonville-Tampa air mail and passenger service.

W. Va., Charleston—C. C. Albert, 4420 Wyoming St., Chmn. of special airport committee, interested in establishment of airport.

Bridges, Culverts and Viaducts

Proposed Construction

Ark., Fort Smith—State Highway Comm., Little Rock, plans 5 permanent bridges on Fort Smith-Charleston road; W. W. Mitchell, Dist. State Highway Engr.

Fla., Fort Lauderdale—Broward County Comm. plans repairing Andrews Ave. Bridge; G. M. Hopkins, County Engr.

Fla., Miami—Dade County Commrs. plan 3 bridges and improving 2 causeways. See Roads, Streets, Paving.

Fla., St. Petersburg—City, S. S. Martin, Director of Finance, receives bids Sept. 13 for reinforced concrete bridge over Salt Creek on Lakeview Ave.

Md., Havre de Grace—State Roads Comm., 601 Garrett Bldg., Baltimore, receives bids soon to double-deck bridge over Susquehanna River at Havre de Grace, estimated cost \$200,000.

Mo., Joplin—City plans repaving Broadway and Third St. viaduct, estimated cost \$18,000; O. P. Mahoney, Commr. of Streets and Public Improvements.

Okla., Lawton—Comanche County Commrs. receive bids for 5 bridges on Lawton-Faxon-Chattanooga highway.

Tenn., Gibbs—Illinois Central R. R. System, A. F. Blaess, Ch. Engr., Chicago, Ill., and Tennessee Dept. of Highways, Nashville, plan reinforced concrete overpass near Gibbs.

Tenn., Knoxville—City Comm., Knox County Comm. received low bid from Harrison, Walters & Prater, White Pine, Tenn., at \$48,007 for Broadway Pike underpass.*

Texas—State Highway Comm. received low bids for several bridges. See Roads, Streets, Paving.

Tex., Austin—City, Austin Street Railway and International-Great Northern R. R., C. S. Kirkpatrick, Ch. Engr., Houston, plan concrete bridge across Johnson Slough on Dam Blvd.; Orin E. Metcalfe, City Engr.

Tex., Bay City—See Roads, Streets, Paving.

Tex., Denton—City Comm. plans several bridges, cost \$25,000. See Financial News—Bond Issues Proposed.

Tex., High Island—Gulf and Interstate Ry. Co., F. Merritt, Ch. Engr., Galveston, plans reconstructing bridge across Mud Bayou, near High Island.

Tex., Houston—City, O. F. Holcombe, Mayor plans steel and reinforced concrete draw bridge across Ship Channel near Eastwood St.; J. C. McVea, Engr.

Tex., Plemons—See Roads, Streets, Paving.

W. Va., Allen—State Road Comm., Charleston, plans bridge across Levisa Fork of Big Sandy River at Allen.

W. Va., Clarksburg—See Roads, Streets, Paving.

Contracts Awarded.

Tenn., Mascot—Knox County Highway Comm., Knoxville, let contract to Steel &

Lebby, Holston Bank Bldg., Knoxville, at \$13,650 for concrete bridge across Roseberry Creek near Mascot.*

Canning and Packing Plants

Tenn., Dyersburg—Dyersburg Canning Co., Frank Craddock, plans installing canning machine.

Clayworking Plants

Md., Frostburg—Standard Arch Co., capital \$100,000, incorporated; Davison Armstrong, Davison A. Benson, Jr.; manufacture fire brick.

Coal Mines and Coke Ovens

W. Va., Hepzibah—Corona Coal Co. rebuilding portion of burned tippie.*

W. Va., Welch—Kingston-Pocahontas Coal Co., Inc., Hemphill, let contract to Roberts & Schaeffer Co., Chicago, Ill., for coal tippie at Exeter.*

Cotton Compress and Gins

Ark., Arkadelphia—Cotton Produce, Gin and Milling Co. incorporated; H. J. E. Buck, O. W. Fulton.

Ark., Buckner—Farmers Gin Co., capital \$12,000, incorporated; R. E. Gantt, A. F. Nix.

Miss., Gunnison—Gunnison Gin Co., recently incorporated, is completing cotton gin 50 bales capacity; gin 22x82 ft., seed house 16x80 ft.; concrete floors, iron roof; Gardner & Thompson, Contr., Rosedale; Murray Gin Co., Dallas, Tex., Mach. Contrs.*

Tenn., Brownsville—Belle Eagle Gin Co., incorporated; A. Austin Mann, Edgar Parke.

Tex., Anson—Cranston-Williamson Gin Co., capital \$80,000, incorporated; George Williamson, W. R. Cranston.

Tex., Memphis—Union Gin Co. increased capital, \$50,000 to \$100,000.

Tex., Jefferson—Jefferson Compress Co. incorporated; B. C. McElroy, E. L. Barry.

Tex., Mission—Valley Gin Co., San Benito, will rebuild burned cotton gin.

Cottonseed-Oil Mills

Tex., Dallas—Washington Cotton Oil Mill, capital \$50,000, incorporated; E. Rice, 5212 Crutcher St.

Tex., Granger—Farmers Cotton Seed Products Co., capital \$60,000, incorporated; E. M. Wilson, T. B. Benson.

Drainage, Dredging and Irrigation

Fla., Flagler Beach—Planning Committee of the Civic League, J. B. High, Chmn., has tentative plans for proposed drainage system, reclaiming about 17,000 acres adjacent to Flagler Beach.

Tex., Kyle—A. H. Dunlap of the State Board of Engineers, Austin, Tex., making survey for proposed storage dam on Blanco river, in Hays County, as part of plan to irrigate from 25,000 to 30,000 acres land.

Electric Light and Power

Large sums are being expended for electric light and power work in connection with Land Development operations. Details will be found under that classification.

D. C., Washington—District Commrs. approved plans of Warren K. Hadley, Electrical Engr., for installation of \$150,000 electric street lamps; will let contract to Potomac

Electric Power Co., 231 14th St., N.W., for work.*

Fla., Fort Pierce—Florida Power & Light Co., Civic Bldg., Miami, reported has 10-acre site on Okeechobee Rd.; erect control and switching station; later plans substation.

Fla., New Smyrna—City will install 600 h.p. McIntosh-Seymour electric unit; J. B. Brooks, Ch. Engr.

Fla., Winter Garden—City voted bonds. See Financial News—Bond Issues Proposed.

Georgia—Georgia Railway & Power Co., Atlanta, reported has \$1,500,000 construction program under way and projected, including purchase of additional property, erecting substations, car barns and garages and for equipment.

Ga., Brunswick—Mutual Light and Water Co. has extended power line to Darien; will build line to St. Simons; erect gas tank.

Ga., Folkston—City will probably grant franchise to Ware County Light and Power Co., Waycross, for power plant.

Ga., Rome—Southeastern Power and Light Co., 120 Broadway, New York, reported acquired control of Rome Railway and Light Co.

La., Bastrop—City voted to sell light and water plant to Louisiana Power & Light Co.

Miss., Pascagoula—Mississippi Power Co., Gulfport, reported planning improvements to distribution system and equipment in Pascagoula and Moss Point.

Mo., Purcell—City votes Sept. 17 on granting franchise to Empire District Electric Co., 15th and Michigan Sts., Joplin.*

Okla., McLoud—City granted electric light franchise to Oklahoma Gas & Electric Co., Oklahoma City.

Tenn., Lynchburg—Southern Cities Power Co., Chattanooga, Tenn., reported acquired rights of Lynchburg Light and Power Co., owned by Lem Motlow.

Tex., Austin—University of Texas will soon call for construction bids for power plant, cost \$250,000; Herbert M. Greene Co., Archt., Santa Fe Bldg., Dallas; Hal C. Weaver, University Station, Mechanical Engr.*

Tex., Corpus Christi—Nenees Hotel, W. W. Jones, Propr., will erect \$30,000 power house; brick, reinforced concrete.

Flour, Feed and Meal Mills

Ark., El Dorado—Taylor Made Flour Co., capital \$100,000, incorporated; Charles E. Taylor, L. K. McKinney.

Ky., Carlisle—W. R. Knight, Sharpsburg, and S. A. Dorsey, Carlisle, reported acquired plant of Carlisle Milling Co.

Tex., Houston—Seaport Grain Co., 817 Sampson St., lately noted increasing capital, will install additional equipment.

Foundry and Machine Plants

Mo., Joplin—Electro Steel Castings Co., capital \$10,000, incorporated; C. B. Rogers, 612 W. A St.

Mo., Kansas City—Columbian Steel Tank Co., 1601 W. Twelfth St., reported planning additional story to present 4-story building; later plans expenditure of \$2,000,000.

Mo., St. Louis—Furnaces, etc.—St. Louis Range and Furnace Co. reported formed by consolidation of Bridge & Beach Manufacturing Co. and Buck's Stove & Range Co., with Lee W. Van Cleave, Pres., 501 Clara St.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Gas and Oil Enterprises

Fla., St. Augustine—St. Augustine Gas and Electric Light Co. will extend gas mains.

La., Lafayette—Louisiana Public Utilities Co., G. F. Randolph, Commercial Mgr., 111 W. Vermillion St., reported to install distribution system and generating plant; will lay 25 miles pipe line, series of large tanks.*

Md., Baltimore—Aarco Oil and Gas Co., 504 Maryland Ave., capital \$500,000, incorporated; Henry Cohen, Walter V. Harrison.

Md., Baltimore—Seaboard Midland Petroleum Corp., Munsey Bldg., will erect 1-story metal building S. E. cor. City Land and Cabin Branch; 35x30-ft. tank, 10x10-ft. building; cost \$15,000; Maryland Metal Building Co., Archt. and Builder, McComas and Race Sts.

Okla., Grandfield—Superior Oil Corp., Lexington, Ky., reported acquired Oklahoma-Texas Oil and Refining Co.'s property.

Okla., Ringling—Prairie Pipe Line Co. reported to construct 207 miles of 8-in. welded trunk pipe line from Ringling to Kings Mills, Texas.

Tenn., Knoxville—Golden Rule Oil and Gas Co., capital \$30,000, incorporated; John M. Leek, 325 Clinch Ave.

Tenn., Knoxville—Knoxville Gas Co. reported to extend line to Burlington.

Tenn., South Pittsburgh—Gulf Refining Co., Gerald Fitz-Gerald, Mgr., reported to construct brick plant for distribution of oils and by-products; install 3 large tanks; cost \$35,000.

Tex., Amarillo—Great West Oil Co., capital \$130,000, incorporated; H. S. Durham, W. D. Burger.

Tex., Beaumont—Favorite Oil Co., capital \$40,000, incorporated; Stuart R. Smith, 1792 Broadway.

Tex., Beaumont—Florence Production Co., capital \$25,000, incorporated; W. B. Flynn, San Jacinto Life Bldg.

Tex., Beaumont—Deep Test Oil Corp. incorporated; John McCall, Glibert Bldg.

Tex., Breckenridge—Delaney & Co., capital \$25,000, incorporated; W. J. Cummings, C. E. Delaney.

Tex., Clarendon—Salt Fork Oil Co., capital \$108,000, incorporated; Charles Bugbee, M. N. Noble.

Tex., Floydada—Benham Construction Co. is making surveys for natural gas line from Amarillo gas fields; contracts will probably be let Sept. 15 for construction.

Tex., Laredo—Forest & Co., incorporated; R. L. Forest, G. C. Mann.

Tex., Lubbock—City reported planning erection of 100,000-gal. oil reservoir, concrete, 44 ft. diam., 10 ft. deep, with concrete base and cover; M. R. Smith, City Engr.

Tex., Orange—Longhorn Oil Co., capital \$50,000, incorporated; C. E. Phillips, C. C. Chesson.

Tex., Wichita Falls—Plains Pipe Line Co. increased capital, \$100,000 to \$300,000.

Tex., Wichita Falls—Standard Oil and Refining Co. incorporated; G. R. Holcomb, V. A. Emmert.

W. Va., Charleston—Means Gas Co., 1012 First Ave., capital \$100,000, incorporated; Harry Massie, V. H. Lloyd.

Va., Portsmouth—Portsmouth Gas Co. plans extending gas mains into Prentiss Place and Prentiss Park sections; 4 miles of 10, 8, 6 and 4 in. iron pipe; cost \$30,000.

Ice and Cold-Storage Plants

Ga., Waycross—Ware County Light and Power Co. contemplates building \$100,000 ice plant, storage capacity 8000 tons; daily capacity 150 tons; electric driven machinery; to be in operation Mch. 1, 1927.

N. C., Charlotte—Queen City Ice Co. contemplates erecting new plant at E. Seventh and Davidson Sts.; also acquired plant of the Charlotte Ice Co. on E. Fifth St., including machinery and equipment.

Okla., Pawhuska—Nash-Finch Co. building \$50,000 cold storage and wholesale house.

Land Development

Ala., Birmingham—Birmingham Park and Recreation Board, J. A. Dupuy, Pres., will develop park and playground for Woodlawn; enlarge swimming pool, remodel building for community house, build tennis courts.

Ala., Birmingham—Smith-McDavid Co. are developing Rockwood Park subdivision.

Ala., Ensley—Wildwood Development Co. plans developing 76 acres for subdivision; install water, sewers, electric lights.

Fla., DeLand—City will expend \$13,000 for parks and playgrounds; A. N. Hull and H. P. Fort, Archts. and Constr. Engrs.*

Fla., Lakeland—Morningside Manor Holding Corp., Henry Conner, Pres., will develop 95-acre subdivision; construct paved streets, install lights, water and tourist camp; expend \$150,000; W. P. McDonald Construction Co., Constr. Engr., Marble Arcade.*

Ky., Lexington—City plans voting on \$200,000 park bonds. (See Financial News—Bond Issues Proposed.)

Ky., Louisville—Blue Grass Realty Co., capital \$12,000, incorporated; Ellis Foster, Martha F. Bigley.

La., New Orleans—Gentilly Development Co., capital \$1,500,000, incorporated; Charles A. Tessier 134 Carondelet St.

La., New Orleans—Lake Park Lands Co. will develop subdivision on Gentilly Rd.; install water, sewers, roads and streets.

La., New Orleans—Wm. J. Kross, 636 Nashville St., will develop subdivision.

La., New Orleans—Subdivision Realty Co., Inc., capital \$40,000, chartered; Frank C. Codifer, 212 Balter Bldg.

La., New Orleans—Orleans St-Tammany Realty Co., capital \$25,000, incorporated; Albert J. Derbes, 333 Whitney Bldg.

Md., Baltimore—George B. Furman, Southern Bldg., Washington, D. C., reported acquired 342 acres; develop subdivision.

Md., Baltimore—Southern Building Co., 5 Hopkins Place, capital \$10,000, incorporated; Russell W. Langmaid, George P. Selby.

Md., Baltimore—Liberty Court Apartment Co., 563 Calvert Bldg., capital \$100,000, incorporated; Herman Seidel, Morris Roseman.

Md., Baltimore—Royden H. Wood, Inc., Melvale and Falls Rd., capital \$100,000, incorporated; Royden H. Wood, Eli B. Wood.

Miss., Gulfport—Stratton, Inc., capital \$300,000, chartered; S. H. Stratton, M. H. Spencer.

Mo., Excelsior Springs—City votes Sept. 21 on \$28,000 bonds for improving Siloam Park. See Financial News—Bond Issues Proposed.

Mo., Kansas City—F. E. Nolte Co. incorporated; F. E. Nolte, 2127 Summit St.

Mo., Neosho—City voted \$35,000 water and park bonds. Address The Mayor.

S. C., Aiken—Southern Land Co., capital \$10,000, incorporated; Robert W. Johnson, Wm. R. Johnson.

Tenn., Knoxville—Craig-Cooper-Cofferman Co., 205 Mercantile Bldg., Agts. for Laurel Lake, Inc., are developing 1300 acres near here in Smoky Mountains for resort, construct 50-acre lake; 9-hole golf course, resort hotel; expend \$80,000; Sehorn & Kennedy, Constr. Engrs. and Landscape Archt., 302 W. Church St.*

Tex., Dallas—Southern Realty Co., incorporated; W. C. Gowan, Magnolia Bldg.

Tex., Dallas—Following are low bidders for residential development for Stevens Park Estates, Annie and Walter L. Stevens, Owners: Henry Cullum, 5643 Vanderbilt Ave., for grading; Wicker Bros. for curbs, gutters and sidewalks; Cramer & Co., 3037 Main Ave., for concrete paving; Barker & Davis, 508 North Texas Bldg., for sanitary and storm sewers; R. C. Miller, Hutchins Rd., for water lines; Myers & Noyes, Engrs., 1107 Mercantile Bldg.

Tex., Houston—C. A. Bryan Corp., Bankers Mortgage Bldg., is developing 1000 acres with 2 miles Clear Creek frontage for subdivision; construct shelled roads, water, lights.

Tex., Houston—Eternity Park Cemetery Assn., A. L. Zachary, will develop 108-acre cemetery.*

Tex., McAllen—Gordon Griffin will construct tourist camp, install sidewalks, streets, water; cost \$35,000; L. L. Eldridge, Contr., San Antonio.

Tex., Mercedes—H. E. Bennett, Mercedes, is making surveys for townsite of Santa Rosa; install water, sewers, roads and streets.

Tex., Rusk—Rusk Cemetery incorporated; Addie Cable, Mary Perkins.

Tex., San Benito—C. A. Herren and W. G. Mathes will develop 30-acre subdivision.

Tex., Vernon—City votes on \$18,500 bonds for park. Address The Mayor.

Tex., Waxahatche—Hillcrest Burial Park Co., capital \$15,000, incorporated; E. E. Widner, S. P. Spalding.

Va., Bristol—Highland Park Assn., D. W. Wagner, Trustee, is developing Highland Park subdivision, about 75 acres, for residential sites, remainder being factory sites with rail-

way facilities, with open streams for factory waste and fronting on Lee Highway; present improvements include grading, laying curb and gutter, with 8-in. waterbound macadam sewers and water mains on 4 principal streets; Fred Hayes & Co., Bristol, Gen. Contr.; O. L. Cross, contractor for grading; Alley Construction Co., for curbing and gutters; materials purchased are cast-iron pipe from Lynchburg Foundry Co., Peoples Natl. Bank Bldg. Lynchburg; terra cotta pipe, cement and sand through Bristol Builders Supply Co.; Arthur Green, Engr., Bristol.

Va., Richmond—Hillcrest Realty Corp., 1000 Grace-American Bldg., M. C. Patterson, Pres., is developing Hillcrest subdivision on Cary-Street Rd.; install water, sewers, electric lights.

Va., Shenandoah—S. H. Culler, Woodstock, and L. F. Kerkel, Luray, reported interested in development of townsite on Massanutten Mountains; install water, sewers, electric lights.

Va., Tappahannock—Schmidt & Wilson, Inc., 19 N. Eighth St., Richmond, sold to New York capitalists tract of 5000 acres with 14 miles frontage on Potomac River in Northern Neck center.

W. Va., Huntington—Huntington Improvement Co., capital \$50,000, incorporated; W. E. Deegans, 628 Tenth St.

W. Va., Huntington—American Business Club will develop park on Washington Blvd.; Fred T. Handloser, 522 Ninth St., will design improvements.

W. Va., Princeton—Harry W. Walthall-Straley, incorporated; H. W. Straley, A. E. Calfee.

Lumber Enterprises

Ala., Northport—Earl Stringfellow of Tuscaloosa acquired the Deal-Persons Lumber Co.; will be operated under name of Warrior River Lumber Co., with main office in Alston Bldg., Tuscaloosa.

Ark., Little Rock—West End Lumber and Material Co., capital \$50,000, incorporated; W. R. Crow, 1110 W. Capitol St.

Fla., Caryville—Brown Florida Lumber Co., owned by W. P. Brown & Sons Lumber Co., rebuilding plant, installing 2 band mills with horizontal resaw and rift gang complete with all necessary sheds, planing mills, etc.; construction by owner, W. A. Graham, Const. Engr.; work under supervision of Basil E. Kenney, Gen. Mgr.

Fla., Quincy—The Thomas-Little Lumber Co. of Midville, Ga., will develop timber holdings in Quincy and Gadsden Counties, operate complete planing mill and dry kilns.

Ga., Atlanta—Massell Lumber Co., 269 Simpson St., L. I. Massell, V.-P., reported to construct addition to lumber plant; 2 story, brick; will add 20,000 sq. ft. to present building; cost \$50,000.

Ga., Warsaw—Warsaw Lumber Co., F. M. Turner, Pres.; Jas. C. Walts, Sec.-Treas., acquired the Twin Tree Lumber Co., expending about \$75,000 on improvements to plant and logging equipment, purchased from Filer-Stowell Co. of Milwaukee, Wis.; ready for operation by Oct. 10.*

La., Lake Providence—Mark H. Brown Lumber Co., M. H. Brown, Pres., will probably rebuild burned saw mill.

Metal-Working Plants

Mo., St. Louis—Rogers Schmitt Wire & Iron Co., 1815 N. 23rd St., increased capital, \$50,000 to \$200,000.

Mining

Ark., Camden—Quarry—Allen Bros., Inc., capital \$35,000, chartered; J. S. Allen, W. P. Allen.

Ark., Delight—William Grayson, Jr., reported, purchased 97 acres gravel deposits; plans organizing company to be known as Wolf Creek Sand & Gravel Co.

Ark., Paris—The Paris Mining Co., capital \$10,000, incorporated; H. Denman, Charles Harris.

Missouri—Admiralty Zinc Co., E. F. Blaise, 114 E. Sixth St., Tulsa, Okla., building new 100-ton capacity mill in Belleville district.

Md., Baltimore—Maryland Quartz Co., 452 Equitable Bldg., incorporated; Michael Miller, Morris M. Goodman.

Mo., Joplin—H. and C. C. Mining Co., incorporated; Fred A. Carmody, 701 Joplin National Bank Bldg.

N. C., Rutherfordton—Gold—W. N. Wright of Memphis, Tenn., forming company to develop gold deposits.

Okla., Miami—Lead and Zinc—Orley Hulen,

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Tom Malley and associates building 150-ton capacity mill on the Morrison land.

Tex., Richland—The James Stone Co., capital \$175,000, incorporated; W. S. James, Winston Carter.

Miscellaneous Construction

Fla., Jacksonville—Terminals—Merchants and Miners Transportation Co., Pratt St., Baltimore, Md., reported contemplates expending \$300,000 on port terminals; tentative plans call for extension of present piers into St. John River distance of 30 feet beyond present pierhead line and construct two additional piers on property adjacent to present terminals.

Fla., St. Augustine—Bulkhead, etc.—Army Engineer approved construction of bulkhead and 2 wharves by St. Augustine and Atlantic Corp.

Fla., Tavares—Comms. of Upper Oklawaha Navigation, E. M. Tally, Chmn., interested in waterway system which will connect Lake County with the Atlantic. (See Financial News—Bond Issues Proposed.)

Fla., Winter Haven—Pier, etc.—Chamber of Commerce has plans by Homer G. Gibb for proposed municipal pier and pavilion; concrete construction, costing about \$30,000.

N. C., Charlotte—Speedway—The Charlotte Speedway, Inc., C. C. Coddington, Pres., 24 W. Trade St., will probably change name to The Carolinas Speedway, Inc., and increase capital, \$300,000 to \$400,000.

Tex., Houston—Hinds & Harby announced plans for \$250,000 recreation center, to include 60x100-ft. tiled swimming pool. (See Buildings Proposed—Miscellaneous.)

Va., Hampton—U. S. Engineer Office, Norfolk, receives bids Sept. 21 for constructing bulkhead in Jones Creek. (See Machinery Wanted—Bulkhead.)

Miscellaneous Enterprises

Ala., Anniston—Mops and Mop Yarns—The J. A. Meinhardt Co., Inc., and Lanier Manufacturing Co., Inc., 310 W. Fifteenth St., has plant, machinery all installed; daily output 6000 lbs. yarn, 6500 polish mops and 5000 scrub mops.*

Ark., Buckner—Buckner Warehouse Co., capital \$10,000, incorporated; J. L. Davis, W. M. Owen.

Ark., Gravette—Spears Vinegar and Fruit Mfg. Co., E. L. Bryant, Supt., Nicholson and Watkins Sts., Kansas City, Mo., reported to erect addition to plant, including evaporating room for drying apples.

Fla., Jacksonville—Sunshine Potato Chip Co., E. L. Greene, Pres., 1507 E. Duval St., begun construction of new plant on E. St., 100x95 ft., increasing capacity over thirty per cent.

Fla., Orlando—Insecticides, etc.—Florida Agricultural Supply Co., Herbert C. Hore, Sec., will establish warehouse and factory on Amelia Ave.; company is subsidiary of the Wilson & Toomer Fertilizer Co. of Jacksonville.

Fla., Pensacola—City contemplates expending \$15,000 on improvements to fire department. Address City Clerk.

Ga., Atlanta—Laundry—See Railway Shops and Terminals.

Ga., Columbus—C. F. Williams, Pres., Williams Lumber Co., Inc., 13th St., acquired property (old Davis Wagon Works), remodel warehouse building at cost of \$25,000, to be occupied by Tom Huston Peanut Co., 13th St.; will install new machinery.

Ga., Griffin—Cleaning, etc.—Stanleys, capital \$10,000, chartered; L. L. Stanley, C. H. Stanley.

Ga., Valdosta—Ben Bently, Owner of Star Laundry, let contract to R. N. McEhren for \$25,000 building on Central Ave.

Ky., Louisville—Duco Company of Ky., capital \$25,000, incorporated; Gerald L. Everback, 1825 Windsor Pl.

Ky., Louisville—Walnut Cafeteria increased capital, \$30,000 to \$40,000.

Ky., Louisville—The Jacobs Shoe Co., 207 S. Fourth St., increased capital, \$15,000 to \$24,000.

Ky., Owensboro—Kentucky Electrical Research Corp., capital \$100,000, chartered; M. Kirby, E. B. Palmer.

Ky., Owensboro—Kentucky and Virginia Leaf Tobacco Co. increased capital, \$275,000 to \$475,000.

Ky., Whitesburg—Hart & Cooper Construction Co., capital \$18,000, incorporated; S. H. Hart, Oscar Cooper.

La., Lake Arthur—A. Kaplan of Crowley, and associates, reported acquired 9400-acre plantation in Cameron Parish, including 10-room house, warehouse, tenant houses and other improvements.

La., New Orleans—The Peoples Laundry, Inc., capital \$150,000, chartered; Richard Maestri, Jackson Rd. and Center St., Baton Rouge.

La., New Orleans—Pyramid Slate and Tile Co., Inc., capital \$20,000, chartered; Richard E. Mire, 4528 Prytania St.

La., New Orleans—Fruit Syrups—G. W. Dunbar & Co., Inc., chartered; Geo. W. Dunbar, 2101 Calhoun St.

La., New Orleans—Amusement Park—Chas. F. Claiborne, City Park, interested in developing 1400 acres for public park; receives bids Oct. 17 for lease of grounds and for various kinds of amusement devices. (See Machinery Wanted—Amusement Park Devices.)

La., Shreveport—The Shreveport Packing Co., 725 Texas St., contemplates building 2-story, 90x125-ft. packing plant, fireproof, reinforced concrete and brick built-up roof, steel sash monolithic floors; estimated cost \$65,000; Clarence W. King, Archt., Gliddens-Lane Bldg.

Md., Annapolis—The Capital-Gazette Press, Inc., capital \$175,000, chartered; Ridgley P. Melvin, Talbot T. Speer.

Md., Baltimore—Wearing Apparel—Piccadilly Manufacturing Co., Inc., 126 W. Fayette St., capital \$200,000, chartered; Jacob Rosenbloom, Percy Williams.

Md., Baltimore—Bowen Construction Co., 1342 McHenry St., capital \$25,000, incorporated; Henry M. Bowen.

Md., Baltimore—The Triplett Preserve Co., Hanover and Henrietta Sts., capital \$100,000, incorporated; has building, install additional equipment, all purchased.

Md., Baltimore—Contractors—Chatham Parker Corp., 242 Equitable Bldg., capital \$50,000, chartered; Eli Silberstein.

Md., Baltimore—Ward Baking Co., 367 Southern Blvd., New York City, advises: Have not let any contract for proposed Baltimore plant.

Md., Baltimore—Radio Supplies—Monumental Radio, Inc., 848 N. Howard St., capital \$100,000, incorporated; Robert V. O. Swartwout, George Eckhardt, Jr.

Md., Baltimore—Atlantic Rubber Co., 3520 Philadelphia Rd., capital \$10,000, incorporated; Joseph L. Symonds Thomas E. Barrett.

Md., Baltimore—Twele Electric Co., Inc., 1708 Greenmount Ave., capital \$10,000, incorporated; Frederick W. Twele.

Md., Baltimore—Southern Steel Service Co., 15 E. Fayette St., capital \$150,000, incorporated; James D. Garrett, F. Fulton Bramble.

Miss., Marks—Delta Undertaking Co., incorporated; Ben G. Boothe, Reuben Price.

Mo., Kansas City—Economy Electrical Co., Fourteenth St. and Agnes Ave., reported to erect addition to plant; 35x64 ft.; manufactures wood and steel spare tires.

Mo., Kansas City—Dresses and Aprons—Gordon Bros. Manufacturing Co., 322 W. Ninth St., leased floor space of Moriarty Bldg., cor. 22d and Grand Ave., increasing capacity of plant.

Mo., St. Louis—J. H. Ledbetter Electric Co., capital \$15,000, incorporated; M. J. Hannigan, Wainwright Bldg.

Mo., St. Louis—Universal Heater Manufacturing Co., 4343 Duncan St., increased capital, \$25,000 to \$50,000.

N. C., Asheville—Randolph Creamery, Inc., capital \$100,000, chartered; A. W. Winningham, Arthur Ross.

N. C., Asheville—John J. Jelks and H. F. Robinson, of The Times, reported acquired job printing plant and Advocate Publishing Co.'s weekly newspaper.

N. C., Cullowhee—Merchandise—H. C. Bryson & Co., Inc., capital \$14,000, chartered; Holmes Bryson, 168 Hillside St., Asheville; J. G. Bumgarner, Cullowhee.

N. C., Farmville—Tobacco—Knotts Warehouse, Inc., capital \$20,000, chartered; R. H. Knott, L. E. Knott.

N. C., High Point—Ridenhour & Hairr Shoe Co., capital \$100,000, incorporated; E. L. Ridenhour, J. W. Hairr.

N. C., Rocky Mount—Boston Work Shoe Co., capital \$100,000, incorporated; W. P. Jennings, T. L. Simmons.

N. C., Southport—Southport Manufacturing Co., capital \$50,000, incorporated; C. Ed. Taylor, L. T. Yaskell.

Okla., Oklahoma City—Kenyon Floral Co., 2500 W. Eleventh St., has 4 greenhouses under construction, two 36x175 ft. and two 29x50 ft.; semi-iron frame and glass; cement floors, estimated cost \$25,000; work under own supervision; install \$15,000 equipment, portion of which is furnished by Foley Greenhouse Mfg. Co., Forest Park, Ill. (See Machinery Wanted—Boller.)*

Tenn., Chattanooga—Funeral Directors Supply Co., capital \$25,000, incorporated; J. A. Minnich, 423 McCallie Ave.

Tenn., Nashville—Foster & Creighton Co., Fourth and First Bldg., has contract new structure for Southern School of Printing on South St.; estimated cost \$21,400.

Tex., Dallas—Amusements—Fred L. Wilgus of Russel Point, Ohio, interested in developing amusement park; take over Lake Worth Bathing Beach, build hotel, casino and amusement park, estimated cost \$1,000,000; portion of equipment purchased.

Tex., Fort Worth—Fort Worth Manufacturers & Wholesalers Assn. indorsed proposition of Producers Sweet Potato Exchange of Dallas for establishment of sweet potato curing plant.

Tex., Fort Worth—Rubber Products Co., 200 Boaz St., increased capital to \$25,000.

Tex., Houston—Cook Paint & Varnish Co., 1319 Grand Ave., Kansas City, Mo., acquired property of American Cotton Oil Co., including 5 acre tract, 3-story and basement building, 100x100 ft., and oil tank storage of 350,000 gals.; will remodel and equip for manufacture of paints, enamels and varnishes.

Tex., Houston—Marine Construction Co., incorporated; F. P. Goff, 1111 McGowen St.

Tex., Houston—Houston Railway Signal Explosives Corp., capital \$50,000, chartered; Harry A. Sherman, 4303 McKinney St.; manufacture railroad torpedoes and fuses.

Tex., McAllen—Riona Food Products Co., capital \$20,000, incorporated; M. Silverfield, H. H. Brooks.

Tex., Nocona—Nocona Leather Goods Co., capital \$35,000, incorporated; T. B. Wilkes, R. R. Alexander.

Tex., San Antonio—San Antonio Printing Co., 130 Soledad St., let contract to Jay Depuy, Builders Exchange Bldg., for remodeling building and 1-story addition, estimated cost \$30,000; Henry T. Phelps, Archt., Hicks Bldg.*

Tex., Temple—Merchandise—Denison & Laramie, Inc., capital \$50,000, chartered; F. L. Denison, T. J. Laramie.

Tex., Wichita Falls—McCoy Hotel Operating Co., capital \$40,000, incorporated; Harry Weeks, 1 Crestway.

Va., Norfolk—Mechanical Devices—Thermo Instrument Co., Inc., capital \$10,000, chartered; C. B. Drake, 711 Connecticut Ave.

Va., Portsmouth—Isaac Fass, Inc., Water St., begun construction of \$40,000 addition to fish-packing plant on Columbia St., increasing capacity to 150,000 lbs. daily; installing modern machinery for handling fish.

Va., Roanoke—T. J. Davis Building Construction, Inc., 414 MacBain Bldg., capital \$25,000, chartered; T. J. Davis Pres.; W. N. Walters, Sec.

Motor Bus Lines and Terminals

Va., Suffolk—The Edgerton Bus Lines, Roy G. Edgerton, Pres. and owner, acquired the White Star Bus Line operating between Norfolk and Suffolk; headquarters at Edgerton garage.

Motor Cars, Garages, Filling Stations

Ala., Birmingham—Standard Rubber Co., Inc., 420 S. Twentieth St., let contract to Davis Co., Ensley, for 2-story building; brick, tile roof, 107x30 ft., concrete and tile floors, composition and tile roof; cost of building \$50,000.

Ala., Sheffield—Pan-American Oil Co. has permit for \$25,000 building.

Fla., St. Petersburg—Elmer E. Ermatinger, 121 Eighteenth Ave. N., will erect filling station at Seventeenth and First Sts.

Ga., Macon—The Power Oil Co. acquired site on Cherry St.; erect drive-in filling station.

La., Alexandria—Benedict Used Car Exchange, Inc., chartered; Arthur C. Benedict, Pres.

La., Mansfield—Taylor-Woodward-White Motor Co., Inc., capital \$10,000, chartered; Reuben L. Taylor, Pres.

La., New Orleans—Shannon Nash Motor Co., Inc., capital \$25,000, chartered; Wm. T. and Harold P. Shannon.

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La., New Orleans—Jos. Tamporello, 2135 First St., reported, plans remodeling building at Melpomene and Magnolia St. for garage and service station.

Md., Frederick—The Kaufman Garage Co., 221 E. Patrick St., capital \$10,000, incorporated; Gurney C. Gosnell.

Md., Baltimore—The Baltimore Premier Taxicab Co., 923 Fidelity Bldg., capital \$100,000, incorporated; James L. Selby, Stanley Bryan.

Md., Baltimore—Automobile Accessories—The Bearing Service Co., 1023 Cathedral St., capital \$25,000, incorporated; Charles E. Shutter, Bernard R. Smith.

Miss., Macon—Kaye Motor Co., capital \$30,000, incorporated; James B. Kaye, Macon; Samuel Kaye, Sr., of Columbus.

Miss., Natchez—Godfrey Aldrich erect filling station at Duncan and Homochitto St.; construction begun.

Miss., Tupelo—Motor Sales Co., capital \$20,000, incorporated; T. A. and J. E. Jenkins.

Mo., Kansas City—The Investors Building Co. erect \$178,000 garage at 1019 Wyandotte St.

Mo., St. Louis—W. J. Becker, 1210 Central National Bank Bldg., will erect 1-story sales and service building at 322 N. Sarah St.; 60x151 ft.; gravel slate roof, steam heat; cost \$20,000; J. J. O'Brien, Builder and Archt., Central Natl. Bank.

Mo., St. Louis—Samuel P. Brockman and David Caplan, operating Olive Motor Co., 2910 Washington St., will erect 2-story garage on Locust Blvd.

Mo., St. Louis—Seven-Wal Garage Co., Planters Bldg., let contract to Mid-Continent Construction Co., 410 Louderman Bldg., for 6-story, 136x139-ft. garage at Seventh and Walnut St.; brick, composition roof, hot air heat; estimated cost \$225,000.*

N. C., Charlotte—Carolina Cadillac Co., main office Main St., Winston-Salem, let contract to Southeastern Construction Co., 210 W. Second St., at \$63,000, for sales building on S. Tryon St.; 1-story, 66x382 ft., fireproof, limestone front, tile floor showroom; M. R. Marsh, Archt., Latta Arcade.

N. C., Charlotte—Home Real Estate and Guaranty Co., 219 N. Tryon St., will erect building at E. Trade and N. McDowell Sts., to be occupied by M. and H. Motor Co.; 52x150 ft.; 1-story; brick construction with ornamental front; Goode Construction Co., Contrs., 4 W. Third St.

N. C., Charlotte—Automobiles—McAvoy North Carolina Corp., chartered; Dolph M. Young, Brevard Court.

N. C., Greenville—Pitt Chevrolet Co., capital \$40,000, incorporated; J. K. Nott Proctor, Ben Edwards.

N. C., High Point—Elwood Motor Co., capital \$100,000, incorporated; J. H. Burgess, C. A. Shelton.

S. C., Greenville—T. S. Marr and Joe W. Holman has permit for 1-story brick storehouse for battery station at 1500 Broadway; cost \$10,000.

Tenn., Kingsport—H. G. Crockett let contract to Armstrong, Purdy & McCoy Co. for machine and car repair shop on Shelby St., 33x60 ft.

Tenn., Knoxville—Spiers Motor Co. contemplates building sales and service station on W. Cumberland St., 1 and 2 story, bronze brick and rubble stone, daylight construction; contain about 15,000 sq. ft.

Tenn., Maryville—G. W. Greer Motor Co., capital \$25,000, incorporated; G. W. Greer, R. L. Hyder.

Tenn., Memphis—Smith Motor Coach Co., capital \$25,000, incorporated; J. H. Shepherd, Columbian Mutual Trust Bldg.

Tex., Alpine—Johnson, Breeden & Koker, not. Sanderson, will erect display and service station, hollow tile and brick, 1 story, 50x70 ft., tile floor, tar roof; install \$7000 equipment.*

Tex., Amarillo—West Texas Motor Co., capital \$50,000, incorporated; R. E. Slaughter, Geo. Brown.

Tex., McKinney—Ballard Motor Co., C. C. Ballard, Pres., 127 S. Tennessee St., taken over former company and building; enlarging show room, office, sales room, etc.*

Tex., Paris—Garages—McClain Co., capital \$10,000, incorporated; V. E. McClain, E. S. McClain.

Tex., Robstown—Robert Blutzer let contract to D. L. Worthington for garage and

filling station at Main and Second St., 1 story, 50x100 ft., concrete; construction begun.

Tex., Sinton—Magnolia Petroleum Co. let contract for \$11,000 filling station on Sinton St.; brick construction.

Tex., Vernon—Garage—Wilson—Headrix Co., capital \$10,000, incorporated; Eunice Wilson, J. B. Hendrix.

Va., Winchester—Standard Oil Co. of New Jersey acquired site at junction of Shenandoah Valley pike and Lee-Jackson highway; will erect filling station.

W. Va., Alderson—The Thompson Service Co., incorporated; W. S. Thompson, L. B. Rogers.

Railway Stations, Sheds, Etc.

Fla., St. Petersburg—Carlton W. Beard, 2737 Sixth Ave. N., has contract for municipal car barns on Seventh Ave. and Nineteenth St.; estimated cost \$125,000.

Ga., Atlanta—The Pullman Co., Pullman Bldg., Chicago, Ill., reported let contract for erection of \$60,000 laundry as part of improvements planned at repair and reconstruction shops; plans to handle about 6000 pieces of linen daily under full operating capacity.*

Tex., Dallas—Southern Pacific Railroad (Texas Lines), H. M. Lull, Ch. Engr., Houston, advises the following construction at Miller's yard near Dallas and new freight terminal in Dallas: Construction of engine terminal at Miller now under way involves 6-stall roundhouse with 80-ft turntable, power plant 40x48 ft., sand house, oil house, store building, roundhouse, foreman's office, enginemen's headquarters and board room, also small car repairing facilities, with automatic electric water supply plant and modern sanitary and drainage facilities; construction of this plant will complete the removal of the freight terminal at Dallas to Miller's yard outside of city limits; yard having been constructed last year, releasing property in Dallas available for construction of new freight station; estimated cost of yard terminal \$200,000. New freight station will be U-shape, with headhouse fronting on Canton St., which will be 2-story, 40x184 ft., the inbound house 50x550 ft., and the outbound house 34x550 ft., with two tracks each, separated by 14x550-ft. transfer platform; plans include team track layout and team scale adjoining station on east side with concrete automobile platform, transfer crane and 15-ton stiff-leg derrick; all buildings will be reinforced concrete, brick and steel; plans involve construction of 8174 ft. of team tracks, 1265 ft. of house tracks and 8034 ft. of industrial leads and connections, concrete driveways, etc.; detail plans for structures are being prepared and grading and track work under way; estimated cost \$587,970.*

Roads, Streets and Paving

Large sums are being expended for roads, streets and paving in connection with Land Development operations. Details will be found under that classification.

Proposed Construction

Ala., Birmingham—Jefferson County Board of Revenue plans grading 2 mi. road between Overton and Leeds; receives bids to pave ¾ mi. Tarrant City-East Lake road, estimated cost \$20,000.

Ala., Birmingham—City Comm. plans expending about \$154,700 to pave 4 streets, including Third Ave. South, 32d to 41st.

Ala., Columbiana—State Highway Comm., Montgomery, plans 1 mi. road through Montevallo from east gate of Alabama College to State Highway from Calera to Wilton.

Ala., Opelika—City, H. K. Dickinson, Mayor, plans 6 additional blocks paving in residential section; R. L. Totten, Inc., Engrs., Brown-Mark Bldg., Birmingham, Ala.

Ark., Hoxie—Comms. of Street Improvement Dist. No. 3, Mrs. A. B. Gibson, Sec., receives bids Sept. 16 to improve streets in Dist.: 4550 cu. yd. excavation; plans from W. B. Hodgins, Walnut Ridge, Ark.

Florida—State Road Dept., Tallahassee, re-

ceived low bids for 3 roads: Hernando County, 7.11 mi. 8 in. compacted Florida lime rock base, Road No. 5, Citrus County line to Brooksville, Wm. P. McDonald Construction Co., Orlando, \$117,598; Hamilton County, 12.90 mi. Road No. 2, Jasper to Georgia State line, Duval Engineering and Contracting Co., \$224,420; Putnam County, 10.03 mi. grading and drainage structures, Interlachen to Alachua County line, E. Roy James, \$81,225; receives bids latter part of September on 4 roads: Putnam County, Road No. 14; Lake County, Road No. 2; Clay County, Road No. 3; Suwannee County, Road No. 1.*

Fla., Miami—City, H. E. Ross, Clk., receives bids Sept. 13 for street paving in Highway Improvement Dist. No. 315; 66,804 sq. yd. grading, 66,804 sq. yd. 8-in. pit rock base, 3-in. asphalt; 18,806 lin. ft. 8-in. curb and gutter, 39 manholes, 162 type "F" inlets; plans from Ernest Cotton, Director of Public Service.*

Fla., Miami—Dade County Comms. plan road building; cost \$1,750,000; completing Key Largo Road, \$125,000; repave county causeway, \$225,000; Everglades Ave. causeway, \$675,000; 3 canal bridges, \$125,000. See Financial News—Bond Issues Proposed.*

Fla., Northwood, West Palm Beach—City, Oley Bonar, City Commr., plans street paving. See Financial News—Bond Issues Proposed.

Fla., Okeechobee—Okeechobee County Comms., C. E. Simmons, County Clk., plan building Road No. 29 from Okeechobee to Moorehaven and Fort Myers.

Fla., Orlando—City, L. M. Autrey, Mayor, plans sidewalks on every paved street; Morton McCartney, City Engr.

Fla., Pensacola—City Comms receive bids soon for street paving, including scenic boulevard; cost \$87,500.

Fla., St. Augustine—State Road Dept., Tallahassee, plans widening 10 mi. brick highway, between Hastings and East Palatka.

Fla., St. Petersburg—City, S. S. Martin, Director of Finance, plans street improvement; cost \$490,000. See Financial News—Bond Issues Proposed.

Fla., Stuart—City Comm. plans expending about \$1,500,000 to pave all streets within radius of 1 mi. from center of city; lay sidewalks and install storm and sanitary sewerage.

Ga., Valdosta—City plans about 120 blocks street paving. Address City Clk.

Kentucky—State Highway Comm., Frankfort, receives bids Sept. 27 for 12 roads: Anderson-Franklin Counties, 5.6 mi. grade and drain, Lawrenceburg-Graefenburg road, Alton to Graefenburg; Fayette County, 373 mi. surfacing, Lexington-Richmond, from 1100 ft. southeast of Lexington city limits, to Ashland Golf Club; Garrard County, 6.3 mi. surfacing, Lancaster-Crab Orchard, Lancaster to Lincoln County line; Graves County, 13.81 mi. surfacing, Mayfield-Paducah, Mayfield to McCracken County line; Henry County, 5.432 mi. surfacing, New Castle-Frankfort, from mile south of New Castle to North Pleasureville; Rickman County, 6.4 mi. Clinton-Fulton, Clinton to near Fulton County line; Lincoln County, 7 mi. grade and drain, Stanford Mt. Vernon, Stanford to Rockcastle County line; 5.5 mi. surfacing, Stanford-Lancaster road, Stanford to Garrard County line; Nelson County, 4 mi. surfacing, Bardstown-Springfield, from 3 mi. southeast of Bardstown to Washington County line; Perry County, 2.4 mi. surfacing, Hazard-Jackson, Hazard to Lotts Creek; 1.5 mi. Hazard-Whitesburg, from Hazard towards Whitesburg; 10.9 mi. surfacing, Hazard-Whitesburg, from point east of Hazard to Knott County line at Sassafras; E. N. Todd, State Highway Engr.

Ky., Cynthiana—City Comms. plan paving Reynolds Ave. with macadam; plan improving curb and gutter.

Ky., Danville—Boyle County, W. Logan Wood, County Judge, plans road and bridge building, cost \$100,000. See Financial News—Bond Issues Proposed.*

Ky., Hazard—Perry County plans 10 to 12 mi. graveled road. Address County Comms.

Ky., Henderson—City, Marvin D. Eblen, Mayor, plans improving middle of Second St., from Ingram to L. & N. Ry. tracks.

Ky., Paducah—City receives bids Sept. 10 to grade and gravel Clark, Jackson, 22d St.; also for concrete driveway, gutter and concrete and granite curb on 24th St., Jefferson to Monroe; plans from E. R. Bradshaw, City Engr.

La., New Orleans—City Commr. receives bids Sept. 21 to pave 25 streets, including sub-surface drainage and walks, and for temporary surfacing on 8 streets; estimated cost \$1,500,000.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Md., Baltimore—State Roads Comm., 601 Garrett Bldg., receives bids September 14 for .68 mi. sheet asphalt along Belair road, between Hamilton Ave. and Raspe Ave., Cont. BC-64; John N. Mackall, Chmn.; L. H. Steuart, Sec.

Md., Baltimore—State Roads Comm., 601 Garrett Bldg., received low bid from P. Flanagan & Sons, Harford road and B. & O. R. R., at \$64,043, for .69 mi. asphalt along Belair road, between Raspe and Overlea Aves.*

Mississippi—State Highway Dept., Jackson, plans 2 roads: Hinds County, 9 mi. grade and drain, between Clinton and Bolton, estimated cost \$80,000; Attalla County, 10 mi. grade and drain, between Durant and Starkville, estimated cost \$90,000.

Miss., Jackson—Hinds County Board of Suprs., receives bids Oct. 7 for about 8.7 mi. Jackson-Vicksburg Highway; plans from H. C. Dietzes, State Highway Engr., Jackson.

Mo., Cameron—City plans improving Third St., Mead to West. Address City Clerk.

Mo., Joplin—City plans paving Fourteenth St., Main to Byers Ave. with one course concrete; Conner Ave., Fourth to B St., with bitulithic. Address City Clk.

Mo., Joplin—City Commrs., O. P. Mahoney, Commr. of Streets, receives bids soon for concrete sidewalks on Wall, Picher and 17th St.

Mo., Kansas City—City, H. F. McElroy, Mgr., plans letting contract to widen Oak St. to 60-ft., Admiral Blvd. to Eighth, and 84 ft., Eleventh to Twentieth St.

Mo., St. Louis—Board of Public Service plans expending about \$2,783,507 to widen to 100 ft. and pave Olive St. from Twelfth Blvd. to Channing Ave.

N. C., Asheville—Town plans street and sidewalk paving; cost \$208,000. Address Town Clk.

N. C., Hendersonville—City Commrs. may widen Seventh Ave. East, to 40 ft., from Main to depot.

N. C., Lenoir—State Highway Comm., Raleigh, has about \$75,000 available to improve Lenoir-Blowing Rock Road, Caldwell County.

N. C., Raleigh—City plans widening Hillsboro St. from College Court Pharmacy west. Address Mayor Culbreth.

Okl., El Reno—Canadian County Commrs. will let contract soon for 4 mi. hard-surfaced road, State Highway No. 3, through El Reno.

S. C., Laurens—Laurens County Commrs. plan building cross-county roads. See Financial News—Bond Issues Proposed.*

Tenn., Chattanooga—City, Richard Hardy, Mayor, plans widening Broad St. to 100 ft. at Ninth.

Tenn., Chattanooga—State Highway Comm., C. N. Bass, Commr., Nashville, plans expending about \$1,000,000 to improve roads in Hamilton County, including concreting Dayton Pike, from Valdeau to present concrete section at Soddy; Cherokee trail, from foot of Signal Mountain to Suck Creek.

Tenn., Greeneville—Greene County plans grading about 2 mi. Allenstand Road, being connecting link between Tennessee and North Carolina; D. W. Harmon, County Road Supt.

Tenn., Johnson City—City Commrs., T. H. McNeil, City Recorder, receives bids Sept. 23 to grade, pave and otherwise improve streets in 10 Improvements Dists.; 40,000 sq. yd. paving, 30,000 lin. ft. curb or gutter, 17,200 ft. 6 and 8 in. sewer, 50 manholes, 28,000 cu. yd. grading; plans from city Engr.

Tenn., Jonesboro—Tennessee Dept. of Highways and Public Works, Nashville, plans hard surfaced highway between Johnson City and Kingsport; F. W. Webster, Div. Engr.

Tenn., McMinnville—Warren County and State Highway Dept., Nashville, plan 7 mi. McMinnville-Tarleton road.

Tenn., Nashville—City, S. H. McKay, Clk., plans paving, probably with asphalt, and laying concrete sidewalks, curbs and gutter on Eighth Ave., Church to Broad.

Tenn., Unionville—Tennessee Dept. of Highways and Public Works, Nashville, will soon build road between Obion and Troy, State Route No. 3, Obion County.

Tenn., Wartburg—State Highway Dept. and Dept. of Institutions, Nashville, plans road from State Prison Coal Mine to foot of Mountain, \$25,000 appropriated.

Texas—State Highway Comm., Hal Moseley, Chmn., Austin, received low bids for 2 roads and several bridges: Brazoria County, 11.646 mi. grading, drainage structures and concrete pavement, Highway No. 58, from Road Dist. No. 20 to San Bernado River, through Dist. No. 1, Allen Smith, Bryan,

\$295,755; for bridges over 20-ft. span, Nelson-Hall Co., Builders Exchange Bldg., San Antonio, \$110,462; Ellis County, 8.765 mi. grading, drainage structures, State Highway No. 6, Waxahachie to Forrester, Frank Purvis, Fort Worth, \$39,977; for bridges over 20-ft. span, \$29,586.*

Tex., Athens—Henderson County, Grover H. Curlee, County Judge, plans 4 roads: 2 mi. concrete, Highway No. 40, west from Athens; 1 mi. concrete Highway No. 31, east from Athens; paving with concrete, Highways Nos. 40 and 31 within city limits; estimated total cost \$255,000.

Tex., Austin—State Highway Comm., Hal Moseley, Chmn., receives bids September 15 to grade, re-shoulder, construct drainage structures and surface with gravel 6.62 mi. State Highway No. 71, Travis County, Del Valle-Garfield road, from Montopolis Bridge to Onion Creek; plans on file and from O. Leonard, Travis County Engr.; A. C. Love, State Highway Engr.

Tex., Bay City—Matagorda County, W. E. McNabb, County Judge, plans 1.018 mi. grading, bridges and concrete pavement, Highway No. 60, Matagorda-Wharton road, from city limits to Galveston-Harrisburg & San Antonio R. R. tracks; estimated cost \$33,530; 45-ft. concrete bridge across Cottonwood Creek, Highway No. 5, Galveston, Houston-Bay City road, 24-ft. roadway, 4-ft. sidewalks; E. N. Gustafson, County Engr.

Tex., Beaumont—Jefferson County, B. B. Johnson, Judge, receives bids soon to hard-surface roads in 4 precincts, totaling 40 mi.

Tex., Columbus—Colorado County Commrs. Court, E. B. Mayes, County Judge, received low bid from Brown & Root, Georgetown, at \$7217, for .284 mi. State Highway No. 3, through Eagle Lake.*

Tex., Conroe—Montgomery County, W. H. Lee, County Judge, plans 26 mi. grading, bridges and gravel surfacing Highway No. 105, Converse to Grimes County line; estimated cost \$208,000; J. R. Spiller, County Engr.

Tex., Crosbyton—Crosby County, Jake M. Mabe, County Judge, plans improving 4 mi. Highway No. 53, east of Crosbyton; estimated cost \$10,000.

Tex., Cuero—DeWitt County, Stanley Kulawik, County Judge, plans creating Road Dist. and building 5 hard-surfaced roads totaling 50 miles, Cuero to Edgar; Cuero to Hochheim; Cuero to Cheapside; Cuero to Victoria and Goliad County lines; estimated cost \$340,000. See Financial News—Bond Issues Proposed.

Tex., Dallas—City Comm., R. A. Wylie, Street Commr., plans extending Orange St. to Pacific Ave.

Tex., Dallas—Dallas County, F. H. Alexander, Judge, plans 2 roads: .704 mi. reinforced concrete, Highway No. 6 Richardson road, city limits to Mockingbird Lane, estimated cost \$30,000; 1.585 mi. grading, bridges and concrete paving, Highway No. 40, Maple Ave. road, Death Curve to Mockingbird Lane, estimated cost \$60,000; R. H. Clinger, Engr.

Tex., El Paso—El Paso County Commrs., E. B. McClintock, County Judge, receives bids September 21 for 2 roads: 7.348 mi. State Highway No. 1, El Paso to White's Spur, 69,805 sq. yd. hot mixed limestone rock asphalt, 2 in.; Warrenite bitulithic, amiesite, bituminous concrete or sheet asphalt pavement; or 78,446 sq. yd. concrete pavement; 210,459 lbs. reinforcing steel; 1.978 mi. State Highway No. 1, from West Ysleta to point near 13 mi. bridge; 25,717 sq. yd. Warrenite bitulithic, amiesite or bituminous concrete pavement; plans from County Engr.*

Tex., Falfurrias—Brooks County, J. A. Brooks, County Judge, plans 2 caliche and rock asphalt surface roads: 20.152 mi. Highway No. 12, south from Falfurrias; 2.52 mi. Highway No. 12, Falfurrias to Jim Wells County line; J. E. Johnson, County Engr.

Tex., Georgetown—State Highway Comm., Hal Moseley, Chmn., Austin, received low bid from L. M. Clopton, Elgin, at \$17,628 for 10.36 mi. shipped gravel, Highway No. 95, Williamson, from point near Boggy Creek to Travis County line.*

Tex., Harlingen—City, S. Finley Ewing, Mayor, plans street paving. See Financial News—Bond Issues Proposed.*

Tex., Houston—City, O. F. Holcombe, Mayor, considering paving 10 blocks Southmore Blvd., Main St. to Alameda Blvd., estimated cost \$16,000; J. C. McVea, City Engr.

Tex., Houston—Harris County Navigation Dist. and U. S. Government plan raising 3 streets of Morgan Point; Harris County will repave with shell or gravel. Address County Commrs.

Tex., Houston—City, O. F. Holcombe,

Mayor, received low bid from A. M. Arnold & Co., Summer & Elder Sts., at \$60,935, to grade, etc., Navigation Blvd.; receives bids to pave Milan St., Hadley to McGregor; J. C. McVea, City Engr.

Tex., Kerrville—Kerr County, Lee Wallace, County Judge, plans expending \$290,000 highway through ranching section in western part of Kerr and Real Counties; S. K. Mason, County Engr.

Tex., Lockhart—Caldwell County plans road building, cost \$50,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Longview—Gregg County, Wm. R. Hughes, County Judge, plans 10 mi. Highway No. 26-A, between Longview and Tatum; estimated cost \$50,000.

Tex., Plemons—Hutchinson County, W. R. Goodwin, Judge, plans 10.1 mi. grading and bridges, Plemons-Panhandle road, Carson County line to Canadian River, including creosoted timber pile trestle underpass under Panhandle & Santa Fe Ry. Co.'s oil field branch south of Isom yards; estimated cost \$55,000; E. McBridge, Engr.

Tex., Raymondville—Willacy County, W. H. Mead, County Judge, plans 18.206 mi. grading, bridges and surfacing, Highway No. 96, through County; estimated cost \$600,000; J. E. Johnson, County Engr.

Virginia—State Highway Comm., H. G. Shirley, Chmn., Richmond, received low bids for 2 roads: Project S-278B, Halifax County, 5.146 mi. soil road, J. W. Talley, Petersburg, \$54,067; Project S-445 A-C, Patrick County, 3.248 mi. grading and drainage, Marye & Blankenship, Shawsville, \$30,906.*

Va., Chesterfield—Chesterfield and Prince George Counties, City of Hopewell and State plan 10 mi. highway and 2 steel bridges to shorten route between Richmond and Norfolk, estimated cost \$225,000. Address County Commrs.

Va., Williamsburg—State Highway Comm., H. G. Shirley, Chmn., Richmond, plans expending \$60,000 to improve highway from Williamsburg to Jamestown.

W. Va., Clarksburg—Harrison County Commrs. plan 4½ mi. asphalt surface treatment road from Clarksburg to West Milford; also bridge across Robinson's Run, Eagle Dist., 12-ft. span, 6-ft. clear height, 10-ft. roadway.

W. Va., Huntington—City, Homer L. Yeich, Commr. of Streets and Sewers, receives bids Sept. 13 to grade, curb and pave Hall St., Davis to Parsons; plans on file and from A. B. Maupin, City Engr.

W. Va., Wheeling—City, H. L. Kirk, Mgr., receives bids Sept. 14 for about 1678 sq. yd. concrete and old brick on clinder base paving; plans from H. L. Arbenz, City Engr.

Contracts Awarded.

Ark., Malvern—Commrs. of Paving Dist. No. 2 let contract to Charles L. Besler, Hot Springs, at \$31,700, to pave Pine Bluff and School St.

Fla., Miami—Nein Brothers, Owners, Biltmore Heights, let contract to Duane-Simpson Co., 606 W. Flagler St., for 100,000 ft. sidewalks and 66,000 sq. yd. street paving in Biltmore Heights, subdivision along West Dixie Highway, adjoining Coral Gables.

Fla., Monticello—City let contract to Holmes Construction Co., Palatka, at \$28,530 for about 5 mi. sidewalks.

Fla., St. Petersburg—City, J. O. Spencer, Acting Director of Public Works, let contracts to E. R. Tibbets to pave Thirty-fourth Ave. between Sixteenth and Twenty-eighth.

Fla., St. Petersburg—City Comm., J. O. Spencer, Acting Director of Public Works, let contract to Georgia Engineering Co., Central Natl. Bank Bldg., to relay present bricks on heavy shell base and widen West Central Ave. from Thirty-first to Park St.

Fla., Tampa—Hillsborough County Commrs., W. A. Dickenson, Clk., let contract to Union Paving Co., 608 Tampa St., to pave Michigan Ave., Lincoln Ave. to Old Tampa Bay.*

Ga., Cairo—City let contract to Pittman Construction Co., Rhodes Bldg., Atlanta, at \$40,000, to pave, etc., 11 blocks of streets.

La., Lake Charles—City, Harry J. Geary, Mayor, let contract to Miller-Hutchinson Co., Taylorville, Ill., at about \$310,000, for 6-in. reinforced concrete paving and concrete curb on 42 streets.*

Md., Baltimore—City, Howard W. Jackson, Mayor, let contract to Wm. F. Huse, 2800 Montebello Ave., at \$8856 to grade Gwynns Falls Parkway, from Monroe St. to Western Maryland R. R.; American Paving & Contracting Co., Montebello Ave. and B. & O. R. R., \$71,532, to pave with sheet asphalt

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Belvidere Ave., Reisterstown road to Park Heights Ave.; Tydings & Marine Contracting Co., 2 E. Lexington St., \$10,702, for granite block paving, Aliceanna St., Albemarle to Central Ave.; an alley from Welcome to Barry; W. A. Potts Co., New Amsterdam Bldg., to grade Mosher St., Longwood to Calverton road.

Miss., Jackson—City, A. J. Johnson, Clk., let contract to Kinnaird & Walker, Jackson, for sidewalk, curb and gutter on 12 streets.

Miss., Oxford—City, Stanley M. Sneed, Mayor, let contract to Williams Engineering Service Corp., Yazoo City, to concrete town square, South Depot and University St.*

Mo., Moberly—City let contract to Joe Cavender to pave Sturgeon St. Address City Clerk.

N. C., Selma—Town, W. P. Aycock, Mayor, let contract to Atlantic Bitulithic Co., Munsey Bldg., Washington, D. C., at \$34,000, for Warrenite asphaltic concrete paving, 3600 lin. ft. curbing, 1500 cu. yd. excavation.*

Okla., Fairview—City, O. T. Corwin, Clk., reported, let contract to Hanson-Pierce Construction Co., Blackwell, to pave 6 blocks in Paving Dist. No. 4.

Okla., Hollis—City reported let contract to D. W. Baker, Oklahoma City, at \$42,000 to pave streets in Dist. No. 6.

S. C., Spartanburg—City Commrs., T. J. Bloyd, Clk., let contract to Southern Paving Construction Co., Union St., Spartanburg, at \$153,426 to resurface 71,000 sq. yd. streets with asphalt.

Tenn., Dyersburg—Dyer County let contract to Forcum James Cooperage & Lumber Co., Obion, at \$390,146, for 5 concrete roads, totaling 30.67 mi.*

Tex., Amarillo—City Comm. let contract to F. B. Hodges at 64 cents per foot for curb and gutter; to John Collins, \$1.65 per ft. for gravel paving.

Tex., Fort Worth—City, O. E. Carr, Mgr., let contract to Whitley Concrete Co. for sidewalks on Burleson St. from Van Zandt School to Camp Bowie Blvd.*

Sewer Construction

Large sums are being expended for sewage facilities in connection with Land Development operations. Details will be found under that classification.

Ala., Birmingham—City Commn. authorized expenditure of \$22,200 for sanitary sewer on Avenue R, Ensley.

Ala., Montevallo—City is installing sewer system. Address The Mayor.

Fla., Miami—City, H. E. Ross, Clk., receives bids Sept. 20 for underground sanitary sewage pumping station. See Machinery Wanted—Sewers; Water Works.)

Fla., Pensacola—City plans expending \$25,000 for improvements to Bayview Park and Sanders Beach; \$93,000 for storm and sanitary sewers, \$87,000 for street paving, \$30,000 for water works, \$15,000 for improvements to fire department; J. H. Bayliss, Mayor.

Fla., Stuart—See Roads, Streets, Paving.

Fla., Tavares—City plans expending \$100,000 for installation of sanitary sewer system. Address the Mayor.

Fla., Winter Garden—City voted bonds. See Financial News—Bond Issues Proposed.

Md., Baltimore—Board of Estimates approved plans for \$300,000 sanitary and storm water drainage in Cross County Boulevard, Tacoma Ave., Seven-Mile Lane, Brookline Ave., Charlesworth Ave. and Park Heights Ave.; also approved expenditure of \$10,000 for extending sanitary sewer system on east side of Roland Av., Tuxedo Park, and extension of Tiffany Run trunk drains; Milton J. Ruark, Sewer Engr.

N. C., Asheboro—Town plans sewer improvements. See Financial News—Bond Issues Proposed.

N. C., Thomasville—Town Council approved plans for 2 sewage disposal plants.

Okla., Minco—Gantt-Baker Co., Inc., 1116-18 W. Main St., Oklahoma City, advises "are not engineers for Minco sewers," as lately noted.

Tenn., Johnson City—See Roads, Streets, Paving.

Tex., Beeville—Brown & Root, Georgetown, has contract for storm sewers and paving; Roy Fenner, Engr.

Tex., Childress—Orman Construction Co.,

Pueblo, Col., and Wichita Falls, has contract for sewer and water extension; Frank E. DuBose, Engr.*

Tex., Dallas—W. G. Cullum, Central Bank Bldg., low bidder for sewer improvements.

Tex., Estelling—See Water Works.

Tex., Harlingen—See Water Works.

Tex., Houston—A. E. Quay Contracting Co., 4717 Jack St., low bidder for sewer from Navigation Blvd. to Buffalo Bayou; Charles K. Horton, 2202 Clay St., for sanitary sewer on West St.

Tex., Raymondville—City votes September 28 on \$50,000 bond issue for sewer system and sewage disposal plant; J. E. Johnson, City Engr.

Telephone Systems

Ala., Mobile—Southern Bell Telephone & Telegraph Co., main office, Atlanta, Ga., reported, plans expending \$241,000 on improvements during 12-month period beginning Jan. 1; Hugh M. Stanfill, Dist. Mgr., Chickasaw St.*

Okla., Pawhuska—Southwestern Bell Telephone Co., main office St. Louis, Mo., expending \$45,000 on new exchange; also rebuilding plant.

Tex., Polytechnic Ind. Sta., Fort Worth—Harry G. Brickhouse, District Manager of the Southwestern Bell Telephone Co., reported to construct \$70,000 telephone building, Central Office No. 5, at Collard and G Ave.; 60x90 ft.; 1-story and basement, with foundation for 5 stories; install automatic telephone equipment; contemplate expending \$200,000 for changes in telephone stations.

Va., Salem—Chesapeake & Potomac Telephone Co., N. O. Wood, local Mgr., will make additions and improvements to plant.

Textile Mills

Ark., Morrilton—Tom Davis, Sec. Chamber of Commerce, advises: "The \$150,000 in 7% preferred stock of the Morrilton Cotton Mills, Inc., has been practically secured. Morris & Co. is taking \$50,000 of the same kind of stock and, with the \$200,000 preferred stock, will be given 10% of no par value common stock. Counting the common stock and the building and site will be an approximate investment of \$350,000, all of which is practically assured. The plans and specifications and the papers of incorporation for the new company are now being drawn and will be executed within the next thirty days."*

N. C., Burlington—Burlington Mills Co. reported to erect annex to present plant; lease to subsidiary for manufacture of bedspreads.

S. C., Greenville—Victor Monaghan Mills reported to equip Walhalla and Apalachie mills with Casablancas long-draft spinning attachments; C. W. McSwain, Mgr. Greenville office of American Casablancas Corp.

Tenn., Columbia—Columbia Cotton Mills reported expending \$50,000 for replacements and improvements.

Tex., Houston—Houston Textile Mills advises: "Addition includes 3-story concrete warehouse, 100x100 ft., and one-story concrete mill building, 357x107 ft.; carding, picking and spinning machinery will be installed in new mill, present mill to be used for warp preparation, weaving, finishing and dyeing; J. E. Shirine & Co., Greenville, S. C., Archts. and Engrs.; C. G. Street Const. Co., National and Center Sts., Houston, Contrs.; Whitin Machine Works, Whitinsville, Mass., will supply picking, carding and spinning machinery; looms by Crompton & Knowles Loom Works, Worcester, Mass.; napping machines by Woonsocket Napping Machine Co., Woonsocket, R. I.; warping by T. C. Entwistle, Lowell, Mass.; winders by Universal Warping & Winding Co., Paterson, N. J.; sprinkler system by Rockwood Sprinkler Co., Seattle, Wash.; humidifiers and steam equipment by Parks-Cramer Co., Fitchburg, Mass.; electrical work by A. T. Vick Co., Electric Bldg., Houston."*

Water Works

Large sums are being expended for water-works in connection with Land Development operations. Details will be found under that classification.

Ala., Midland City—Town contemplates installing water works system. See Financial News—Bond Issues Proposed.

Ark., Marianna—City will probably begin work in November on water works system, including replacement of water mains, fire-proof, concrete building for water plant, installation of pumps, etc.; plans by Major Thos. H. Allen, Bank of Commerce Bldg., Memphis, Tenn.*

Fla., Miami—City, N. E. Ross, Clk., receives bids Sept. 20 for pumping station. (See Machinery Wanted—Sewers; Water Works.)

Fla., Winter Garden—City voted bonds. See Financial News—Bond Issues Proposed.

Ky., Franklin—City plans voting in Nov. on bonds for filtration plant. See Financial News—Bond Issues Proposed.

Md., Baltimore—Board of Awards opens bids Sept. 15 for excavating trenches and laying water mains in Hillen Rd. (See Machinery Wanted—Water Works.)

Miss., Hattiesburg—A. B. Blakemore, 1435 Pleasant St., New Orleans, La., has contract for water works at Monte Vista subdivision.

Mo., Buffalo—Ralph Langston, 730 S. Fort St., Springfield, has contract for water works system, cost \$40,000; Keystone Driller Co., 12th and Illinois Sts., Joplin, contract for deep-well pump; Russell & Axon, Engrs., McDaniel Bldg., Springfield.

Mo., Neosho—See Land Development.

Mo., Princeton—City, J. A. Thompson, Mayor, defeated bond issue.*

N. C., Asheboro—Town plans water works improvements. See Financial News—Bond Issues Proposed.

Tenn., Gleason—City, W. W. Bandy, Mayor, will expend \$30,000 for water works improvements; 3 miles of pipe lines; votes September 14 on bonds; I. J. McCalla, Engr., Fayetteville.*

Tex., Amarillo—City reported let contract to P. J. Judy, Kansas City, Mo., for drilling 4 water wells; H. B. Jones, City Engr.*

Tex., Childress—See Sewer Construction.

Tex., Estelline—City plans installing water and sewer system; Morrison & Hasie, Engrs., 1226 Athletic Club Bldg., Dallas. See Financial News—Bond Issues Proposed.

Tex., Harlingen—City, S. Finley Ewing, Mayor, will vote on sewer, water mains, etc. See Financial News—Bond Issues Proposed.

Tex., Houston—A. E. Quay Contracting Co., 4717 Jack St., low bidder for 12-in. water main on Sul Ross St. and 8-in. main on Francis St.

Woodworking Plants

Ark., Helena—Pekin Wood Products Co., J. M. Wiley, reported to enlarge plant for manufacturing parts for automobile bodies.

Ky., Hopkinsville—Wadsworth-Campbell Box Co., 2309 Russell St., Detroit, Mich., will remodel building on Water St. for cigar box factory.

Md., Baltimore—Kraestell Furniture Co., 2125 W. Fayette St., capital \$50,000, incorporated; Oliver B. J. Kraestell, Edward L. Kraestell.

Md., Kansas City—The Missouri Casket Co., 2105 E. Ninth St., erect \$35,000 building at 1350 Woodsworth Rd.

N. C., Charlotte—Charlotte Hardwood Flooring Co., capital \$50,000, incorporated; G. F. Daniel, 2020 Bray St.

Va., Martinsville—Bedroom Furniture—Craig Furniture Co., Inc., S. E. Booker, Sec., will erect \$100,000 plant, 200x500-ft., brick, concrete floors, composition roof, foundation started, construction by owners; install \$150,000 equipment for manufacture of bedroom furniture. (See Machinery Wanted—Woodworking Machinery.)*

N. C., Thomasville—The Russell Furniture Manufacturing Co., A. C. Russell, Pres., acquired site along High Point, Thomasville and Denton R. R., erect new manufacturing plant, specialize in living-room furniture.

Tex., Amarillo—Amarillo Furniture Co. increased capital, \$160,000 to \$350,000.

FIRE DAMAGE

Ark., Smackover—Warehouse and offices of Smackover Provision Co.; loss \$30,000.

Ga., Homeland—R. A. Shackelford's residence.

La., Lake Providence—Mark H. Brown Lumber Co.'s sawmill; loss between \$150,000 and \$200,000.

Tenn., Ripley—Ripley Oil Mills, owned by W. G. L. Rice; loss \$40,000.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tenn., Shelbyville—U. W. Gunter Bldg. of J. D. Murphy and C. D. Ibgie, occupied by Sims Bakery and offices; loss \$20,000.

Tenn., Shelbyville—W. A. Sims bakery; the Ulric Gunter Bldg. and adjoining property; loss \$20,000.

Tex., Athens—The Wood-Dickerson Motor Co.'s plant; loss between \$75,000 and \$100,000.

Tex., Galveston—B. Schaper's residence, S Rd., near Galveston.

Va., Alexandria—Alexandria Cash Store; loss \$30,000.

Va., Vera—Nuttymcomb & Childers store and meat market.

W. Va., Shepherdstown—Robert Gibson drug store owned by Dr. J. L. Meyers.

Damaged by Storm

La., Baton Rouge—Halfway Sugar House on Halfway Plantation; loss \$100,000; owned by S. Prejean.

La., Houma—St. Matthew's P. E. Church; St. Francis de Sales R. C. Church. Address the Pastors.

La., Morgan City—Berwick Bay Fish and Oyster Co. building.

La., Haynesville—City, D. E. Baucum, Mayor, ready for bids about 10 days on brick city hall and fire station; 2 stories; cost \$50,000; auditorium, dining room, etc.; Edw. F. Neild, Archt., 1212 City Bank Bldg., Shreveport.*

La., Jena—LaSalle Parish Police Jury receives bids Oct. 5 for reinforced concrete and brick jail; cost \$35,000; composition roof; Herman J. Duncan, Archt., 120 Murray St., Alexandria.*

N. C., Black Mountain—Mayor Jos. Kinsey and Board of Aldermen receive bids Sept. 8 for municipal building; plans and specifications from Thos. W. Cooper, Avena Bldg.

Okla., Arapaho—Custer County has completed plans by Sorey & Vahlberg, 222½ W. First St., for \$150,000 courthouse and jail; brick, stone and reinforced concrete, 3 stories and basement, fireproof.*

Tex., Denton—City, B. W. McKenzie, Mayor, will call election on \$100,000 city hall bonds; E. W. Van Slyke & Co., Archt., Reynolds Bldg., Fort Worth.*

Tex., Paducah—Cottle County, J. M. Whitley, Judge, voted \$150,000 courthouse bonds; brick and concrete.*

Tex., Pharr—City erect 2 additional stories to city hall.

Tex., Weslaco—City has plans by Harry L. Stebbins for building to house Chamber of Commerce, city offices and fire dept.*

Dwellings

Ark., El Dorado—Lewis Colvert erect 3 dwellings; total cost \$12,500.

Fla., Fort Pierce—Heim-Martin interests, J. J. Heim, Pres., erect 50 frame dwellings, Maravilla Gardens.

Fla., Orlando—Serenio Park Development Co. plans 100 dwellings on 50-acre tract near Winter Garden Rd.; cost \$2000 to \$3000 each, 4 and 5 rooms.

Ga., Brunswick—Brunswick Terminal & Railway Securities Co., Col. J. H. Tucker, Sec., 152 W. 42d St., New York; W. Phlanny, Mgr., Brunswick; erect number dwellings.

Ga., Macon—Jennings Adams erect \$35,000 residence, Vineville Ave. and Beverly Place; shingles, 2 stories, basement and attic; Dunwoody & Oliphant, Archts., 460 Broadway; soon let contract.

La., Baton Rouge—J. Gottlieb alter residence; Jones, Roessle, Olschner & Wiener, Archts., 324 Raymond Bldg., receiving bids.

La., New Orleans—C. Rodriguez, 2444 Lapeyrouse St., erect \$10,000 double cottage, Claiborne Ave. near St. Philip St.; 2 stories.

La., New Orleans—John T. Boesch, 1307 France St., erect 2 double and 1 single dwelling; ready for bids about 10 days.

La., New Orleans—Mrs. M. Maestri, 1718 Dumaine St., erect \$10,000 raised bungalow, Barracks and Broad Sts.; Ed. Markel, Contr., 3838 Louisiana Parkway.

La., New Orleans—Joseph Davidson, 718 N. Murat St., erect \$10,000 frame and stucco residence; R. S. McCook, Archt., Frank Bldg., Lake Charles; open bids Sept. 7.

Miss., Jackson—N. R. Thomas erect \$8000 to \$10,000 residence; brick veneer, 7 rooms, built-in bath and cabinets, composition shingle roof, furnace heat; J. M. Spain, Archt., Millsaps Bldg.

Miss., Hattiesburg—M. M. Simmons, 122 Jackson St., opens bids about Sept. 10 for \$25,000 residence, 22d Ave.; rough-faced brick and hollow tile, 1½ stories and basement, 78x40 ft., hardwood floors, reinforced concrete foundation, Ludowici clay tile roof; furnishings, equipment, etc., \$10,000; E. C. Hearon & Son, Archts., Columbia St.; F. G. McCormick, Engr., Main St. See Machinery Wanted.*

Mo., Joplin—C. H. Barbee erect 20 dwellings, Harlem Ave. near Seventeenth St.; total cost \$101,000.

Mo., Kansas City—E. A. Clarkin erect \$10,000 residence, 421 W. Edgevale Rd.

N. C., High Point—Dr. F. G. Woodruff erect \$10,000 residence, Hillcrest St.

N. C., Winston-Salem—Cobb-Noble-Lloyd Co., Zinzendorf Hotel Bldg., erect 3 dwellings, Academy, Peachtree and Stockton Sts.; total cost \$10,500.

Okla., Oklahoma City—G. A. Nichols, 1538 Classen St., erect 4 dwellings, E. 17th and 2 on E. 18th St.; total cost \$21,700.

Tenn., Chattanooga—Pallades Co. erect number dwellings, Signal Mountain Palisades; first unit of 10 to cost about \$100,000.

Tenn., Kingsport—Kingsport Improvement Corp. erect 24 brick dwellings; 4 and 5 rooms;

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

N. C., Charlotte—Oasis Temple, Inc., W. S. Liddell, Sec. Board of Directors, rejected bids for mosque; cost \$500,000; White, Streeter & Chamberlain, Archts., Gastonia.*

N. C., Charlotte—Young Men's Christian Assn., J. Wilson Smith, State Sec., plans \$200,000 campaign for building.

N. C., Winston-Salem—Young Men's Christian Assn., Chas. N. Norfleet, Chmn. Bldg. Comm., receives bids Sept. 10 (lately noted Sept. 6) for 4-story and basement building, Spruce St. near Fourth St.; cost \$450,000; Harold Macklin, Archt., 420 W. Fourth St.; Sherman W. Dean, Conslt. Archt., care Bldg. Bureau, International Comm., Y. M. C. A., 347 Madison Ave., New York.*

Tex., Amarillo—Brotherhood of Painters and Paperhangers' Union, No. 544, erect \$50,000 lodge building, 503 Van Buren St.; brick and concrete, 2 stories, 60x60 ft.; stores on first floor.

Tex., Fort Worth—Masonic Home and School, Nat. M. Washer, Pres. Board of Trustees, San Antonio, erect \$90,000 dormitory; brick, stone and reinforced concrete fireproof, 3 stories, tar and gravel roof heating from central plant; W. G. Clarkson & Co., Archts., 610 First Nat. Bank Bldg.; about ready for bids.

Bank and Office

Ala., Ensley—Erskine Ramsay and Carr McCormack erect \$200,000 Ramsay Bldg., Avenue E and 19th St.; reinforced concrete and steel, 6 stories, 50x150 ft., 2 passenger elevators; 6 stores on first floor, 125 offices above; Brooke B. Burnham, Archt., Age-Herald Bldg., all Birmingham.

Ark., Camden—G. S. Purifoy erect 2-story office building, W. Washington St.; 21x60 ft.; United Insurance Agencies on first floor, Southwestern Bell Telephone Co. above.

Ark., Fayetteville—Southern Building and Loan Assn., Bossmeyer-McBride Bldg., 110 N. Block St., T. E. McBride, Pres., contemplates erecting building after Jan. 1; possibly 1 story, brick.

La., New Orleans—Marine Bank & Trust Co., 219 Carondelet St., receives bids Sept. 9 (extended date) for brick branch bank, Carrollton Ave. and Oak St.; Jones, Roessle & Olschner, Archts., Maison Blanche Bldg.; following contractors estimating: Lionel F. Favret, Louisiana Bldg.; Geary-Oakes Co., Inc., Title-Guarantee Bldg.; O. M. Gwin Construction Co., Union Indemnity Bldg.; G. E. & E. E. Reimann, Canal-Commercial Bldg.; Gitz & Geler, 7817 Pearl St.; E. W. Ullrich Glass Co., 808 Baronne St.*

N. C., Greensboro—American Exchange National Bank having plans drawn by Harry Barton, Jefferson Bldg., for \$500,000 addition, E. Market St.; 9 stories, 53x115 ft.*

N. C., Hendersonville—Citizens Mutual Building Corp., Inc., Dr. W. R. Kirk, Pres., ready to start work on \$200,000 Chamber of Commerce Bldg.; fireproof, brick tile, 35x60 ft., 2 electric elevators.

Okla., Tulsa—McBirney Investment Co., care E. W. Sipple, Archt., 309 Natl. Bank of Commerce Bldg., erect \$400,000 office building; reinforced concrete, brick and terra cotta, 10 stories and basement, 75x85 ft.

S. C., Rock Hill—Mechanics Building and Loan Assn., H. M. Dunlap, Pres., erect building, Caldwell St.; 1-story, cost about \$10,000, built-in vault.

W. Va., Charleston—State Bank & Trust Co., John A. Parsons, Vice-Pres., remodel building.

W. Va., Wheeling—J. E. Moss Iron Works, J. E. Moss, Pres., erect addition to general offices, Chapline and 28th Sts.

Churches

Ala., Birmingham—Handley Memorial Presbyterian Church, Norwood, Dr. W. H. Hopper, Pastor, raising funds for \$75,000 auditorium.

Fla., Coral Gables—First M. E. Church South, Rev. Philip B. Trigg, Pastor, 821 Avenue Milan, erect building, 603 Avenue Alcazar; Phineas E. Paist, Archt., Coral Way; Denman Fink, Art Director.

Ga., Augusta—First Presbyterian Church, Rev. Frank Morgan, Pastor, remodel and repaint building; install pipe organ; cost \$35,000.

Ga., Cedartown—First Baptist Church has low bid from J. F. Dupree Son's Co., Rome, for \$60,000 church and Sunday school; contract to be let within 2 weeks; Welby N. Pugin, Archt., 149 Sixth Ave. N., Nashville, Tenn.*

Ky., Frankfort—First Baptist Church start work in few days on Sunday school; 3 stories, 60x100 ft., 50 rooms. Address The Pastor.*

Miss., Moorhead—Baptist Church erect \$40,000 brick building; plastered interior, art glass windows, concrete and wood floors; J. M. Spain, Archt.; ready for bids about 30 days.

Miss., Natchez—Jefferson Street Methodist Church receives bids Sept. 15 for brick Sunday school; stucco, plastered interior, 2 stories, 24x96 ft., yellow pine floors, reinforced concrete foundation, Johns-Manville built-up roof; R. E. Bost, Archt., 115 S. Commerce St. Address A. C. Morgan, Chmn., Bldg. Comm.*

Okla., Cherokee—First Christian Church let contract for \$50,000 building; brick and tile, 3 stories, seat 700. Address The Pastor.

Okla., Sallisaw—Methodist Church erect \$15,000 building, Choctaw Ave. and Elm St. Address The Pastor.

Tenn., Camden—Methodist Church erect building, Public Square. Address The Pastor.

Tenn., Chattanooga—First M. E. Church, South, Z. W. Wheland, Chmn., Bldg. Comm., receives bids Sept. 9 for Sunday school addition, McCallie Ave.; cost \$100,000, 3 stories, 50x85-ft. gymnasium to accommodate 250; R. H. Hunt Co., Archt., James Bldg.*

Tenn., Nashville—Lutheran Church plans building, Eighth Ave. and McGavock St. Address The Pastor.

Tex., Dallas—City Mission Methodist Church has \$13,000 permit for frame church, 2500 block Highland Ave. Address The Pastor.

City and County

D. C., Washington—Board of District Commissioners, District Bldg., receive bids Sept. 17 for addition to and reconstruction of east wing of jail; 200 additional beds; \$275,000 appropriation available; plans and specifications from office Roland M. Brennan, Ch. Clk., Engineering Dept.; plans by A. L. Harris, Municipal Archt., Dist. Bldg.*

La., Colfax—Grant Parish Police Jury, P. G. Pope, Pres., receives bids Sept. 13 for remodeling jail; heating, plumbing, cell work; plans and specifications from C. Scott Yeager, Archt., Alexandria.

La., Coushatta—Red River Parish votes Sept. 21 on \$150,000 clubhouse and jail bonds; fireproof, brick, cast stone and steel, 2 stories, composition roof, steam heat; Herman J. Duncan, Archt., 120 Murray St., Alexandria.*

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

total cost \$65,000; A. R. Brady, Archt.; I. D. Price, Engr.

Tenn., Lenoir City—Sam'l. F. Carroll reported erect residence near Lenoir.

Tenn., Lenoir City—J. Boyd Porter reported erect residence near Lenoir.

Tenn., Memphis—Shelby County Board of Education will not erect duplex at Lock as lately reported.*

Tenn., Memphis—Herman L. Thompson, 1858 Evelyn St., advises knows nothing about erection of residence, Edgewood Manor subdivision, as lately reported.

Tex., Amarillo—A. F. Ward erect 10 dwellings; tile and stucco, 1 story.

Tex., Crystal City—Chas. Coleman erect residence, East Side Addition.

Tex., Dallas—J. A. Heiskell, 1115 Hampton Rd., erect 10 frame cottages, 2900 block Aster St.; 4 rooms; total cost \$16,000.

Tex., Dallas—S. C. Heiskell, 2431 Lisbon St., erect 7 frame cottages, 2800 block Aster St., and 2 in 1200 block Galloway St.; 4 and 5 rooms; total cost \$15,000.

Tex., Dallas—Oliver Realty Co. erect 9 frame cottages, 2900 block Aster St.; 4 rooms; total cost \$14,500.

Tex., Dallas—Mrs. Anna Shulz erect \$10,000 duplex, 4620-22 East Side; brick veneer, 8 rooms.

Tex., Dallas—F. J. Tholl, 5323 Swiss St., erect 6 frame cottages, 3200 block Jerome St.; 5 rooms; total cost \$15,000.

Tex., Edinburg—Marshall McIlhenny soon call for bids for brick veneer and hollow tile residence; 2 stories, tile roof; Robt. L. Vogler, Archt.

Tex., Encinal—Alfred Schletze erect 1-story brick and concrete residence; J. Clyde and Percy W. Williams, Archts., Moore Bldg., San Antonio; bids opened.

Tex., Galveston—Will H. Ford, 2722 P¹/₂ St., erect hollow tile residence, 2901 Avenue Q¹/₂; 10 rooms.

Tex., Harlingen—Home Owners Building & Investment Co., Pittsburg, Kan., T. C. Helm, Vice-Pres., plans dwelling.

Tex., Houston—O. O. Miller erect Spanish type residence, Richmond Rd.; 2 stories, 4 rooms, rock bond finish; Chas. P. Jones & Co., Archts., Binz Bldg.

Tex., Houston—Chas. G. Manuel, Supt., Mech. Dept., Houston Post-Dispatch, Polk and Dowling Sts., plans residence, Albans Rd., Southampton Place.

Tex., Houston—F. S. Price, 1433 Hale Place, erect 3 brick veneer duplexes and garages, Alden Place; 10 rooms, brick veneer; total cost \$54,000.

Tex., Houston—L. S. Murphy, First Natl. Bank Bldg., erect \$12,000 brick veneer residence and garage, 1902 Ruth St.; 8 rooms.

Tex., Galveston—R. R. Rapp, Guaranty Bldg., let contract for \$12,000 residence to W. M. Boltsch, 377 Avenue Q; tile and stucco, 2 stories, shingle roof.

Tex., Houston—L. W. Lindsay, Second Natl. Bank Bldg., erect \$12,000 duplex, 1712 Blodgett St. 12 rooms, brick veneer.

Tex., Houston—W. J. Athens erect brick veneer residence, 1732 Harold St.; cost about \$10,000, 2 stories, 8 rooms.

Tex., Houston—Mrs. Gus Dreyling, 219 W. Alabama St., plans dwelling, Avalon Drive, River Oaks.

Tex., Houston—Emenhiser & Myklebust, Second Natl. Bank Bldg., erect \$12,000 brick veneer dwelling and garage, 1701 Blodgett St., Alameda Place; 6 rooms and bath.

Va., Lynchburg—Sol Kulman, 1121 Harrison St., erect \$11,000 residence, Rivermont Ave.

Va., Roanoke—J. T. Bandy, R. F. D. No. 5, and L. E. St. Clair erect 2 brick-cased dwellings, 501 Winsor Ave. and 610 Greenwood Rd.; total cost \$10,000.

Government and State

Ky., Frankfort—Leo L. Oberwarth & Son, Archts., receive bids Sept. 9 for repairs, alterations, etc., to east wing of old State Capitol, offices of Dept. of State Highways and Geological Survey; plans and specifications from Archts.

Ky., Louisville—State plans building at Kentucky State Fairgrounds for boys and girls of Junior Clubs; Joseph & Joseph, Archts.

N. C., Clinton—Mayor Henry Vann erect \$12,000 to \$15,000 building to be leased to Government for post office; about 60x70 ft., 2000 sq. ft. floor space; new equipment and furnishings.

N. C., Durham—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids Sept. 21 for remodeling and enlarging post office; drawings and specifications from Custodian at site or from office Supervising Archt.

Va., Petersburg—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., has low bid at \$15,895 from B. & L. Construction Co. for remodeling post office.

Hospitals, Sanitariums, Etc.

Ala., Sheffield—Cities of Sheffield and Tusculum, Judge N. P. Tompkins, member of Comm., selected Bem Price, Age-Herald Bldg., Birmingham, as architect for \$150,000 hospital to be erected between the cities.*

Fla., Melbourne—Dr. V. H. Lindlahr, 162 N. State St., Chicago, Ill., reported representing hospital association to erect sanitarium.

Miss., McComb—Dr. W. D. Hart and others incorporating McComb Colored Infirmary; erect hospital.

Mo., St. Louis—Board of Public Service, 208 City Hall, let contract at \$179,437 to Humes-Deal Construction Co., Syndicate Trust Bldg., for auditorium, solarium and dining hall at City Sanitarium, Arsenal and Brannon Sts.; 2 stories and basement, 55x190 ft., reinforced concrete and stone.*

N. C., Durham—Watts Hospital, John Sprunt Hill, Chmn., Board of Trustees, S. Duke St., receives bids Sept. 22 for 50-bed addition to hospital; cost \$160,000; 3 stories; Atwood & Nash, Archts., Chapel Hill.*

Tenn., Knoxville—Drs. J. Victor Henderson, Holston Bank Bldg., and B. V. Howard, 501 W. Church St., plan \$75,000 addition to dwelling, Kingston Pike, for hospital; brick and stone, 50 to 60 ft. long.

Tex., Brenham—Chamber of Commerce interested in bond election for hospital.

Hotels and Apartments

Ala., Tuscaloosa—Heirs to Gluck estate have plans by C. M. Ayers for remodeling home on Seventh St. into apartment house.

Ark., El Dorado—W. H. Reeves erect \$22,500, 24-room, brick veneer apartment house.

Fla., Holt—Richard Ringling and W. L. White reported to erect 50-room hotel.

Fla., Inverness—W. J. Velsey, St. Petersburg, razing building at corner Main and Pine Sts.; replace with 3-story hotel building.

Fla., Live Oak—Lake Suwanee Corp. receives bids until Sept. 15 for erection of 3-story, 144x39-ft. with 45x39-ft. wing hotel building; hollow tile outside walls, stucco, wood joists and stud partitions, tile roof; contain 48 bedrooms and 25 bathrooms in addition to public portions of building; separate bids on plumbing and heating. Apply to Alex. B. Mahood, Archt., L. C. Bldg., Bluefield, W. Va.*

Fla., Miami—Mrs. W. Salisbury, 1521 S. W. Sixth St., erect \$80,000, 24-apartment building at 521 S. W. Sixth St.

Fla., St. Petersburg—W. D. Sutton, 727 Kinyon St., erect \$30,000, 2-story, frame hotel on Tangerine Ave.

Fla., West Palm Beach—D. G. Binlon, 115¹/₂ S. Poinsettia Ave., opened bids and will probably award contract within next 3 weeks for erection of \$1,250,000, 16-story, 70x151¹/₂ ft., fireproof Binlon Hotel building, Narcissus St. and Clematis Ave.; concrete joist flooring, Old Cuban tile roofing, concrete piles foundation, equipment and furnishings cost \$250,000; address equipment proposals to C. H. Wentworth; Robert M. Nevins, Jr., Archt.; H. Ralph Hahn, Engr.; all 115¹/₂ S. Poinsettia Ave.*

Ga., Atlanta—D. Lowenstein erect two 2-story, brick veneer apartments at 425-35 Tenth St. N. E.; \$80,000.

La., New Orleans—Wogan & Bernard, Archts., Title-Guaranty Bldg., complete plans and specifications latter part of Oct. for \$1,500,000, 18-story, fireproof addition to Monteleone Hotel, Royal between Iberville and Bienville Sts.*

Mo., Kansas City—Dunlap Realty Co., I. B. and J. M. Dunlap, New York Life Bldg., will raze dwelling at N. W. cor. 12th St. and Garfield Ave., make way for apartment development for negroes; 1 building to face Garfield Ave., 2 others to face each other across broad court; each 175 ft. long, 2 stories, 100 units of 5-room efficiency type; De Foe & Besecke, Archts., 1704 Baltimore St.

Mo., Kansas City—Mrs. Cecelia Quinlan purchased Arno apartment property at 1424 Holmes St.; make extensive improvements.

N. C., Greensboro—C. S. Watson, 1101 W.

Market St., abandoned plans for erection of apartment building at Greene and Sycamore Sts. (See Buildings Proposed—Stores.)*

Okla., Oklahoma City—G. A. Nichols, 1538 Classen St., erect \$30,000 apartments at 500-4-8 W. 19th St. and \$10,000 apartment at 1413 W. 17th St.

Okla., Tulsa—Miss Mary Brockman, 7 W. Ninth St., will erect \$250,000, 5-story, 70x140-ft., reinforced concrete, brick and stone store and apartment building at 816-20 S. Main St.; Frank C. Walter, Archt.

Tenn., Tate Springs—Adair Realty & Trust Co., F. S. Bachler, Asst. Vice-Pres., Healey Bldg., Atlanta, Ga. is not financing \$600,000 to \$750,000 hotel, as recently reported.*

Tex., Breckenridge—David S. Castle Co., 701-4 Alexander Bldg., Abilene, reported preparing preliminary plans for \$250,000, 5-story, brick, stone, steel, fireproof hotel building.

Tex., Dallas—Mrs. K. Larsen, 1004 N. Bishop St., erect \$30,000, 48-room, brick veneer, 16-apartment building, 4014-16 Rawlins St.

Tex., Dallas—L. Smoot, 2100 Bennett Pl., erect \$10,000, 16-room, brick veneer, 4-apartment house at 3518-20 Fairmount St.

Tex., Dallas—N. B. Smoot erect \$12,000, 16-room, brick veneer, 4-apartment house, 509-11 Melba St.

Tex., Dallas—C. M. Turner erect \$15,000, 32-room, brick veneer, 8-apartment house, 3704 Fairmount St.

Tex., Denton—G. L. Godwin, Godwin Hotel, soon have completed plans by Germany & Swain, 901¹/₂ W. Jefferson St., Dallas, for \$100,000, 4-story, 59x80-ft., brick, stone, steel, steel lumber, reinforced concrete, fireproof hotel building; kitchen, dining room, office and lobby on first floor, 56 rooms above.*

Tex., Edinburg—J. C. Epperson has plans in progress by R. Newell Waters, Weslaco, and Ralph H. Cameron, City Natl. Bank Bldg., San Antonio, for 2-story, 28x150-ft., \$30,000 apartment house; oak floors, reinforced concrete foundation, tile roof; W. E. Simpson, Engr., Natl. Bank of Commerce Bldg., San Antonio. (See Machinery Wanted—Tile; Steel Sash; Electric Refrigerators; Flooring; Roofing Tile; Cast Stone.)*

Tex., Fort Worth—Fred L. Wilgus, Russell Point, Ohio; amusement park. (See Miscellaneous.)

Tex., Galveston—F. S. Price erect \$18,000, frame brick veneer, 4-apartment house and garage, 410 W. Gray St.; 4 rooms and bath each.

Tex., Houston—A. E. Olson Brothers, 1519 Main St., erect two brick veneer apartment houses at 415-9 W. Gray St., cost \$15,000 each.

Va., Appalachia—Hockenbury System, Inc., Harrisburg, Pa., completed sale of \$157,600 of hotel stock, for proposed 4-story, 60-guest-room community hotel; George Morton headed sales organization.*

Miscellaneous

Fla., Miami—Merchants and Miners Transportation Co., C. M. Halle, Gen. Mgr., Baltimore, will occupy \$10,000, 2-story passenger station and waiting room to be erected on Pier 1, Municipal Docks, by City of Miami; Ernest Cotton, Acting City Mgr.

Fla., Tarpon Springs—E. H. Beckett, lessee of Municipal Recreation Pier, has plans by J. B. McCrary Engineering Co., Atlanta, Ga., for 105x102-ft. casino.

Ga., Atlanta—George Gershon, 53 W. 14th St.; S. A. Massell, 43¹/₂ Peachtree St., and others interested in establishment of Jewish country club at cost of \$350,000 on tract in North Fulton County; R. Adler, Archt.; include 18-hole golf course, clubhouse, tennis courts, lake, etc.

Ga., Valdosta—Junior and Senior Chambers of Commerce sponsoring erection of \$22,000 municipal athletic stadium to seat 2200.

Miss., Jackson—Mississippi State Fair Assn., Miss Mabel Stire, Sec., City Auditorium, erect new poultry building.

Mo., Powersite—Cliff House Club Co. will start work Oct. 1 on \$40,000, 2¹/₂-story, native stone and half-timber clubhouse; 160x48 ft., with 2 wings, hardwood floors, stone foundation, composition roof; plans by J. F. Lauck of Lauck & Lauck, Archts., Orear-Leslie Bldg., Kansas City; equipment and furnishings cost \$10,000. [See Machinery Wanted—Incinerators; Electric Refrigerators; Flooring; Roofing (Composition); Ventilators].*

Tenn., Chattanooga—J. B. Pound, Lookout Mt., W. A. Sadd, Pres. of Chattanooga Savings Bank & Trust Co.; O. B. Andrews, Pres. of Fairlyland Co., Provident Life Bldg., organizing to establish \$500,000 club at Fairlyland.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tenn., Nashville—Central Church of Christ, Fourth Ave., purchased Cumberland Hotel property, Fifth Ave. and Commerce St.; will renovate for use as temporary home for young women, widows and orphans.

Tex., Fort Worth—Fred L. Wilgus, Russell Point, Ohio, submitted proposition to take over Lake Worth Bathing Beach and erect hotel, casino and amusement park at cost of \$1,000,000.

Tex., Houston—Hinds & Harby, investment brokers, announced plans for construction of \$250,000 recreation center, Main Blvd. and Montrose St.; 182x250 ft., include 60x100-ft. tiled swimming pool, shops, dance floor, etc.

Tex., Rio Vista—Brickey, Wiggins & Brickey, Archts., State Natl. Bank Bldg., Houston, completed plans for building program for C. A. Bryan, Bankers Mortgage Bldg., on Clear Creek; include clubhouse, cottages, interurban station.

Railway Stations, Sheds, Etc.

Ark., Fordyce—Cotton Belt Route, St. Louis Southwestern Ry. Co., W. S. Hanley, Ch. Engr., Tyler, Texas, reported to erect new brick station.

Fla., Eau Gallie—Florida East Coast Rwy. Co., H. N. Rodenbaugh, Ch. Engr., St. Augustine, will erect fireproof passenger and freight depot to cost \$126,000.

Fla., Miami—Seaboard All-Florida Railway plans immediate construction of \$200,000 passenger station at N W. Seventh Ave. and 22d St.

Tex., Dallas—See Construction News—Railway Shops and Terminals.

Va., Bristol—Norfolk and Western Railway Co., J. E. Crawford, Ch. Engr., Norfolk, extend present station platform 500 ft. and widen yards; \$50,000.

Schools

Ala., Huntsville—Board of Education probably open bids Sept. 22 for erection of \$150,000 High School building; R. H. Hunt Co., Archts., James Bldg., Chattanooga, Tenn.*

Ala., Mobile—Springhill College plans to break ground this month for construction of first of series of buildings; first buildings to be residence hall for students and administration building, to cost \$300,000; Southern Colonial type; Hutchisson, Downey, Roberts & Marsh, State Office Bldg., Archts. for hall, and George B. Rogers, Van Antwerp Bldg., Archt. for administration.

Ala., Tuscaloosa—Tuscaloosa County Board of Education selected site at Samantha for proposed school building.

Ala., Whistler—Contractors wishing to bid on alterations and repairs at Whistler School apply to Dr. N. S. Gay or Emile Fagerstrom or write for specifications to Box 187, Chickasaw, Ala.

Ark., Fayetteville—Arkansas Chapters of Sigma Nu Fraternity will launch plans for erection of \$50,000 fraternity house at University of Arkansas; James C. Wilson, Texarkana; Howell Westbrook, Pine Bluff members building committee.

Ark., Fort Smith—St. Anne's Academy plans building program.

D. C., Washington—District Commissioners, Room 509 District Bldg., receive bids until Sept. 30 for \$245,000 addition to Borough School, 17th St. N. E.; A. L. Harris, Municipal Archt., District Bldg.

Fla., Sebastian—Indian River County Board of Public Instruction, Vero Beach, soon start work on \$40,000 school building.

Fla., Tampa—Hillsborough County Board of Public Instruction receives bids until Sept. 23 for erection of Junior High School on Wall St.; 2 stories, 25 classrooms, auditorium and workshops; Frank A. Winn, Archt.

Fla., Tavares—Lake County Board of Public Instruction call election Sept. 14 on \$35,000 Special Tax School District No. 26 bonds.

Fla., West Palm Beach—Palm Beach County Board of Public Instruction call election Sept. 20 on \$80,000 District No. 9 bonds.

Ga., Monroe—Board of Education, J. R. Nunnally, Chmn., receives bids until Sept. 10 for erection of High School building, Grammar School building, and plumbing installation in both; plans and specifications may be obtained from Wm. J. J. Chase, Archt., 140 Peachtree St., Atlanta.

Ky., Lexington—University of Kentucky has permit for \$12,000 frame music studio and art building; work under Maury Crutcher, Supt. of Buildings and Grounds.

Ky., Paducah—Board of Education will erect \$18,000 addition to Readland High School.

La., Franklin—Hanson Memorial Parochial School, Rev. J. J. Rosseau, Pastor, soon have completed plans and receive bids for additions and alterations to auditorium building; Wm. R. Burk, Archt., Balter Bldg., New Orleans, La.

La., Mansfield—DeSoto Parish School Board, S. M. Shows, Sec., receives bids until Sept. 28 for erection of manual training building in Ward Four.

La., New Orleans—E. A. Christy, Supv. Archt. of Orleans Parish School Board, City Hall Annex, completed plans and specifications for general contract bids in about 30 days, for erection of McDonogh No. 8 school building, Constance and Ninth Sts.; 2 stories, 160x200 ft., brick and cast stone exterior trim, composition roof, plastered interior, conduit electric wiring, steam heat.*

La., Oak Grove—West Carroll Parish School Board will have completed plans in 2 weeks, by J. W. Smith, Archt., Ouachita Bank Bldg., Monroe, for rebuilding 2-story and basement, brick school building destroyed by fire; \$45,000; composition roof, plastered interior.*

Miss., Hernando—Hernando Consolidated School District has voted \$100,000 bonds for erecting consolidated high school; address DeSoto County Board of Education.

Miss., Natchez—Mayor and Board of Aldermen call election Sept. 21 on \$250,000 for erection of High School building.*

Mo., Joplin—Board of Education, Dr. J. G. Barnett, Pres., approved partial plans and specifications by J. H. Felt & Co., 802 Grand Ave. Temple, Kansas City, for \$150,000 Irving Junior High School building; let contract about Oct. 1.

Mo., Lees Summit—Unity School of Christianity, 917 Tracy Ave., Kansas City, has plans in progress by E. Bollitt, 1202 Scarritt Bldg., Kansas City, for \$150,000 school building.

Mo., St. Louis—SS. Mary and Joseph School erect new \$63,000 school and auditorium, 6328 Minnesota Ave.

N. C., Greensboro—North Carolina College for Women, Dr. Julius I. Foust, Pres., will ask building appropriation to provide for erection of 6 new buildings in next 2 years.

N. C., Raleigh—Board of Education, J. M. Broughton, Chmn., Bldg. Comm., receives new bids Sept. 15 at office Supt. H. F. Strygle for erection of grammar schools on Hayes Barton, West Raleigh, Boylan Heights and for 12-room addition to Murphy School all bids recently rejected as too high; J. H. Kennedy, 301 Wachovia Bank Bldg., Archt. for addition; H. P. Keller, 129 Hillcrest St., Archt. for Hayes Barton and Boylan Heights; James A. Salter, 102 W. Hargett St., Archt. for West Raleigh.*

Okla., Bristow—L. N. Johnson, Clerk of School Board District No. 15, Creek County, receives bids until Sept. 16 for 1-story, brick school building; plans and specifications may be secured from Houseman Co., Archts., Chickasha.

S. C., Pageland—George R. Spencer, Chmn. Building Committee, opens bids Sept. 11 for erection of \$40,000, 2-story and basement, brick with stone coping High School building; separate bids on heating, lighting and plumbing; White, Streeter & Chamberlain, Archts., Gastonia.

S. C., Spartanburg—Wofford College, Henry Nelson Snyder, Pres., will erect building to house canteen, pressing club and barber shop operated by students.

Tenn., Knoxville—Board of Education, L. H. Spilman, Pres., receives bids until Sept. 16 for erection of Park City Junior High and addition to Belle Morris School; plans and specifications for Park City school may be obtained from Baumann & Baumann, Archts., 813½ Market St., and for Belle Morris from R. F. Graf & Son, Archts., Journal Bldg.*

Tenn., Nashville—Board of Education recommended erection of 3 junior high schools for white students and 1 for negroes.

Tex., Alpine—John Young Land Co., care John Young, Sec., offered to donate 20-acre site to committee on location of Catholic school.

Tex., Amarillo—Board of Education, W. N. Durnham, Pres., has plans in progress by E. F. Rittenberry, 303 Blackburn Bldg., for \$40,000, 1-story and basement, 70x90 ft., Wolfen School building and \$225,000, 3-story, 120x208-ft High School building; brick, stone, reinforced concrete.*

Tex., Dallas—Board of Education contemplates \$2,000,000 school bond election in April, 1927.*

Tex., Dallas—Board of Education, C. M. Moore, Sec., opened bids for erecting Woodrow Wilson High School building; Trinity Construction Co., 1320 Masonic St., low bid-

der at \$544,825; The Hamilton Co., 2301 Griffin St., heating and ventilating, \$70,900; A. S. Pearce & Son, 510 N. Hawkins St., plumbing at \$31,500; N. E. Busby & Co., 111 S. Haskell Ave., electrical wiring, \$19,500; 3 stories and part-basement, 242x220 ft., brick, stone, steel, reinforced concrete, fireproof; DeWitt & Lemmon, Archts., S. W. Life Bldg.*

Tex., Houston—Board of Education Houston Independent School District receives bids until Sept. 10 at office H. L. Mills, Bus. Mgr., 1600 Washington Ave., P. O. Box 1226, for following construction: Douglas Colored School, Pierce Court addition, Trully Ave. at Sauer St.; Gregory Colored Elementary, Victor and Cleveland Aves.; Harper Colored Elementary, Center between Lakin and Court Sts.; separate bids for general work, plumbing, heating and electric work for proposed 2-story, classroom and auditorium-cafeteria-playrooms buildings at each location; blueprints and specifications may be secured from Hedrick & Gottlieb, Asso. Archts., Post-Dispatch Bldg.; also for 3-story addition to Dow Elementary, Kane and Lubbock Sts., with alterations and repairs to present building; blueprints and specifications from Jonas & Tabor, Asso. Archts., Union Natl. Bank Bldg.; Robert E. Lee Elementary, South at Henry Sts., 2 classroom and auditorium-cafeteria-playroom addition and repairs to present building; blueprints and specifications from Supv. Archt., 1600 Washington Ave.

Tex., San Angelo—Board of Education has completed plans about Sept. 25 by Phelps & Dewees, Archts., Gunter Bldg., San Antonio, for \$250,000, 2-story, brick, concrete and stone Junior College.*

Tex., San Benito—Las Fresnan Independent School District, care Fred Rosencotter, has plans in progress by Kelwood Co., Travis Bldg., San Antonio, for \$40,000, 1-story, 6-room and auditorium, hollow tile and stucco school building.

Tex., Sebastian—Sebastian School District voted \$30,000 school bonds. Address Board of Education.*

W. Va., Barboursville—Bruce McDonaugh, Logan, offered \$100,000 gift to West Virginia Conference of Methodist Episcopal Church, South, to build boys' dormitory at Morris Harvey College; offer is contingent upon raising of equal amount for girls' dormitory and of \$200,000 for administration building; Dr. A. M. Martin, Pastor of Emmanuel Church of Huntington, appointed Sec. to conduct campaign for \$650,000.

Stores

Fla., Miami—Louis Louis, 242 N. E. 27th St., will erect \$16,000 group of stores at 701 N. Miami Ave.

La., New Orleans—Rathbone DeBuys, Archt., Hibernia Bldg., receiving bids for interior work and fixtures for Huyler Candy Co. store, in Pere Marquette Bldg.; new soda fountains, show cases, fixtures, kitchen equipment, etc.

Md., Baltimore—Sigmund Kleiman, 104 Taney Rd., will make commercial improvements to lot on Park Heights near Hayward Aves.

Md., Frederick—Ernest D. Michael leased Marino property on W. Patrick St., reported to make extensive improvements; first floor to be improved for store, offices on second and third for apartment.

Miss., Hollandale—P. P. Williams Co., Levee St., Vicksburg, purchased lot for wholesale grocery building.

N. C., Charlotte—George E. Wilson Estate, 405 E. Fifth St., soon let contract for erection of \$60,000, fireproof building on S. Tryon at W. Trade St.; 8 stores on ground floor; Lockwood, Greene & Co., Archts.

N. C., Greensboro—C. S. Watson, 1101 W. Market St., has plans in progress by Simmonds & Sawyer, Jefferson Bldg., for \$75,000, 3-story, brick store building, Greene and Sycamore Sts.; plans for apartment building on this lot were abandoned.

S. C., Greenville—Gaspen's Cigar Store will remodel and occupy former People's Bank Building.

Tex., Dallas—Klar & Winterman, 2312 Elm St., erect \$26,000, 2-story, brick store building at 2308-10 Elm St.

Tex., Dallas—J. W. Singleton, 716 Oak Cliff Blvd., erect 3 brick buildings at 633-5-7 W. Davis St.

Tex., Mercedes—G. K. Watson completed plans for erection of 2-story business building; apartments on second floor.

Tex., Mercedes—Rio Grande Valley Hardware & Mch. Co., G. K. Watson, Pres., has plans in progress by R. Newell Waters,

Security Bank Bldg., Weslaco, and Ralph H. Cameron, City Natl. Bank Bldg., San Antonio, Asso. Archts., for 2-story brick and reinforced concrete, 75x100 ft. building, 4 stores on first floor, 8 apartments above.

Tex., Pharr—Marvin Evans will erect brick business building.

Tex., San Antonio—Gilbert Lang, Sylvan Lang and Joe Pincus, owners of Casseb Building on Alamo Plaza, will remodel.

Theaters

Fla., Fort Pierce—W. E. Noel, Jr., 845 Ontario St.; Leon Noel and W. O. Lytten of Shreveport, La., purchased 140x70-ft. lot; plan to erect theater to seat 1500 to 2000 people; J. J. Helm interested.

Fla., Tampa—Leon S. Cazin, 237½ Main St., leased Royal Theater, Howard and Main Sts., expend \$10,000 for improvements.

Fla., Tampa—Consolidated Amusements, Inc., care Harold B. Franklin, 16 E. 42nd St., New York, leased property on Tampa St., extending from Zack to the Tribune Bldg., as site for \$1,000,000 16-story theatre building.

Md., Baltimore—Hoffman-Henon Co., Archts., Finance Bldg., Philadelphia, Pa., reported taking sub-bid for \$1,500,000, 1-story and basement, 100x300 ft., reinforced concrete, brick and steel theater building at Howard and Franklin Sts. for Stanley Co. of America, 1916 Race St., Philadelphia.*

Mo., Moberly—Tony Fjorita contemplates extensive improvements to theater building.

Tenn., Maryville—Crescent Amusement Co. of Nashville, Tony Sudekum, Pres., 215 Fifth Ave. N., purchased Palace and Princess

Theaters; will overhaul, redecorate and equip with new fixtures and organs.

Tex., Perryton—T. Thompson has plans in progress by E. E. Rittenberry, 303 Blackburn Bldg., Amarillo, for \$10,000 1-story, 25x130 ft. brick and tile theater building.

Tex., Waxahachie—R. & R. Theater Co. of Texas, John M. Sayeg, Mgr., Ennis, soon start remodeling building on south side courthouse square into theater to seat 700; \$35,000.

Warehouses

Fla., Tampa—Ballard & Ballard Co., I. I. King, local Mgr., 510 Ashley St., has plans in progress by B. C. Bonfoey, 312½ Twiggs St., for 80x150 ft., fireproof, \$30,000 storage warehouse in the Estuary.

Fla., Tampa—C. B. Witt Co., 322 S. Florida St., N. M. McClellan, Pres., purchased lot at 11th and Whiting Sts., in Estuary, as site for proposed warehouse.

Md., Frederick—Keefer Bros., tanners and plumbers, purchased property at 40 S. Market St.; reported to remodel.

Tenn., McEwen—McEwen Fruit & Truck Growers' Assn. planning to erect addition to storage house.

Tex., Dallas—Aldridge Investment Co. erect \$20,000 concrete and iron warehouse, 4913 Craig St.

Tex., Houston—Chestnutt Realty Co. erect 1-story brick warehouse on Chestnutt between Barrett and Brooks Sts.

Tex., Houston—Concrete Engineering Co., 2814 Pease St., erect \$10,000, structural steel warehouse, Pease near Shepherd Sts.; Goodbar & Page, Contrs.

Church, Rev. Percy Thomas, Pastor, laying foundation of \$34,000 building, 1100 E. Brookland Park Blvd.; brick, 3 stories, 68x70 ft., hardwood floors, concrete foundation, slate roof; furnishings, equipment, etc., \$6000; Ernest Fox, Archt., 1501 E. Franklin St.; O. B. Slaughter, Contr., 1501 Sledd St.*

Va., Richmond—Highland Park Methodist Church, A. L. Scott, Chmn., Bldg. Comm., erect \$60,000 first unit of \$110,000 building; Baskerville & Lambert, Archts., Travelers Bldg.; J. Fox & Sons, Contrs., 2501 E. Franklin St.

Va., Salem—F. C. Dame, Salem, has roofing contract for \$25,000 St. Paul's Church; painting, Hise & Hunt; electric work, Engleby Electric Co.; H. M. Miller, Archt., Henry St.; T. J. Davis Building Construction Co., Contr., 414 MacBain Bldg., all Roanoke.*

City and County

Ala., Birmingham—City let contracts for following fire stations: No. 1, upper Highland Ave., general, L. C. Ellison, 1545 29th St., at \$42,873; plumbing and heating, Birmingham Equipment Co., 605 N. 19th St., \$4199; electric work, Wilcox Electric Co., \$590; Warren, Knight & Davis, Archts., Empire Bldg.; No. 3, 32d St. and lower Highland Ave., general, Culpepper & Sons, \$16,153; No. 4, Second Ave. and 24th Sts., general, L. C. Ellison \$28,941; plumbing and heating, T. J. Reese, \$3409; electric work, Bagby Electric Co., \$244; Bem Price, Archt., Age-Herald Bldg.; station at Cotton Ave. and Broad St., general, J. F. Culpepper, 2515 Ave. D, \$12,980; plumbing and heating, F. C. Hadder, 1604 Pike Ave., \$2350; electric work, Wilcox Electric Co., \$207; Geo. P. Turner, Archt., 1203 American Trust Bldg.*

Fla., Ocala—City erecting \$30,000 city hall; 2 stories, 48x40 ft., wood floors, concrete tile roof; furnishings, equipment, etc., \$5000; Fredk. T. Uezell, Archt.; Fisher & Reece, Contrs., Box 219; electric work, heating and plumbing, Aiken Plumbing Co.*

Ga., Macon—City erecting \$15,000 gen. utility building, Central City Park, to replace burned structures; brick; plans by Watson Walker, City Engr.; work under supervision of Alderman C. R. Smaling.

Va., Manassas—City of Alexandria, and Fairfax, Fauquier, William and Culpeper counties let contract for \$50,000 district home for poor to Knight & Clark Engineering and Construction Co., 319 S. Royal St., brick, 1 story, wood floors, concrete foundation, asbestos roof; furnishings, equipment, etc., \$8000; J. B. Collins, Archt.; electric work, A. Ladd, King St.; brick work, E. Simpson & Bro., all Alexandria; plumbing and heating, Southern Heating Co., 719 Sixth St.; roofing, Asbestos Shingle Slate & Sheathing Co., 623 F St., both Washington, D. C.; millwork, lumber, cement, sand and gravel, Brown & Hooff, Manassas. See Machinery Wanted.*

Dwellings

Ala., Birmingham—Dr. Thos. V. Magruder, 812 Age-Herald Bldg., let contract for \$25,000 residence, 2712 Hanover Ave., to P. F. Aldridge, 1603 Cleveland Ave.; hollow tile and brick veneer, 2 stories, 44x36 ft., hardwood (not oak) floors, concrete foundation, tile roof; Bem Price, Archt., Age-Herald Bldg.; engineering by Contr.*

Ark., Pine Bluff—Pine Bluff Graphic erect model dwelling, Eden Park; Durward F. Kyle, Archt., 417 Citizens Bldg.; J. H. Culpepper, Contr., 604 W. Second St.; electric work, Taylor Electric Co.; plumbing, Ben Robinson, 104 E. Barr St.; lumber, millwork and Celotex from Pine Bluff Lumber Co., 2400 E. Second St.; roofing and cement, Riley Feed Mfg. Co., Alabama St.

Fla., Dunedin—L. W. Fuller Co., Clearwater, has contract for following residence, Dunedin Isles: \$20,000 Spanish type bungalow, \$10,000 bungalow of 5 rooms, and \$15,000 to \$20,000 Spanish type bungalow of concrete block; Theo. H. Skinner, Archt.

Fla., Hialeah—Vance W. Helm erecting first 50 of 200 Spanish type dwellings, Rose Lawn stucco, 5 and 6 rooms, built-in tub, shower, garages; sell for \$3500 to \$3750 each; Petters, Crowther & Fahnstock and A. T. Heiles, Archts., Miami; owner builds under supervision of Saml. J. Hale.

Fla., Miami Beach—Tropical Homes, Inc., 560 West Ave., erect number dwellings; 2 under way; plans, engineering and construction by owner.*

Fla., Pensacola—Arthur Braun, Sr., erect \$10,000 residence, Brentwood Park addition; concrete, hollow tile, stucco, steel casement sash, tile roof, oak floors, tile bath, kitchen and porches; Altink Construction Co., Contr.

Fla., Pensacola—West Florida Development

BUILDING CONTRACTS AWARDED

Association and Fraternal

W. Va., Bluefield—Bluefield Lodge, No. 269, B. P. O. E., let contract to H. A. Lucas, L. C. Bldg., to remodel 3-story and basement, 70x70-ft. building; Garry & Sheffey, Archts., First Natl. Bank Bldg.; definite plans not yet determined.*

Bank and Office

Ala., Wylam, Ensley—Bank of Ensley let contract to J. F. Holly Construction Co. for \$100,000 building; Indiana limestone, Georgia marble interior and lobby; Warren, Knight & Davis, Archts., Empire Bldg., both Birmingham.

Ga., Cairo—Methodist Church, Rev. Leland Moore, Pastor, let contract to C. H. Canormer for \$65,000 building; heating and plumbing also let.*

Ga., Savannah—Seckinger Bros., Forsyth Bldg., Atlanta, has steam heating contract for Atlantic Coast Line Railway office bldg.; elevator, Haughton Elevator & Machine Co., 250 W. 54th St.; Dwight P. Robinson & Co., Inc., Contrs., 125 E. 46th St., both New York.*

Md., Baltimore—Medical Arts Building Corp., Dr. Martin F. Sloan, Pres., Dr. Herman Siedel, Vice-Pres., Chas. T. Holt, Sec., (lately incorrectly noted Physicians and Surgeons Building Inc.), let contract to Lee Paschall, American Natl. Bank Bldg., for \$950,000 Medical Arts Bldg., Richmond and Cathedral Sts.; reinforced concrete frame, limestone, brick and terra cotta exterior, 8 stories and basement, about 54x270 ft., 72,000 sq. ft. floor space; Marcellus E. Wright, Archt., American Natl. Bank Bldg., Richmond, Va. (Physicians and Surgeons Building, Inc., lately incorrectly noted to award contract to Wise Granite & Construction Co., Richmond).*

Miss., Jackson—Building & Loan Assn., 212 E. Capitol St., let contract to John W. Garrett, Belhaven St., for second-story addition to 1-story building; hollow tile and brick, steam heat; J. M. Spain, Archt., Millsaps Bldg.*

Mo., Kansas City—Midland Investment Co. let contract to Boaz-Kiel Construction Co., Seventh and Locust Sts., for \$3,800,000 group, 13th St. from Main St. to Baltimore Ave.; fireproof, granite, terra cotta and brick front; 12-story store and office building with 3 high-speed elevators; 5-story and basement commercial and office building with penthouse and elevator; theatre between above buildings, seat 5000, lounge, smoking, cosmetic rooms, promenades, etc.; Thos. W. Lamb, Archt., 644 Eighth Ave., New York City; Boller Bros., Asso.-Supervising Archts., 114 W. 10th St.; struct. steel to J. Goldberg & Sons, 800 E. 18th St., both Kansas City; ornamental

terra cotta, Federal Terra Cotta Co., 101 Park Ave., New York City.*

Mo., St. Louis—Southern Wheel Co., Commonwealth Bldg., Pittsburgh, Pa., has \$12,000 permit for office, 3300 Goodfellow St.; brick, 1 story, 33x65 ft., slate roof; plans by Robert & Co., Engrs., Bona Allen Bldg., Atlanta, Ga.; Cornet-Casey Co., Contr., Chemical Bldg., St. Louis.

Okla., McAlester—McAlester Trust Co., W. B. McAlester, Pres., remodeling and enlarging banking quarters and installing vault.

Tenn., Kingsport—Farmers & Merchants Bank let contract to Jones & Wexler for 2-story building, Broad St.; D. R. Beason, Archt., Johnson City.*

Tex., Kerrville—First State Bank let contract to W. W. Miller & Son for remodeling and addition to building, Water St.; cost \$15,000; Adams & Adams, Archts., Gibbs Bldg., San Antonio.

Churches

Ala., Mobile—St. Mary's R. C. Church, Rev. Thos. J. Eaton, Pastor, let contract for \$150,000 building, Old Shell Rd., to G. A. Chamblin & Sons, 9 S. Cleburne St.; Spanish Renaissance type, tile; Murphy & Olmstead, Archts., 1413 H St. N. W., Washington, D. C.*

Ark., Morrilton—Methodist Church started work on building, Little Rock-Fort Smith Highway. Address The Pastor.

Ga., Augusta—Curtis Baptist Church, Rev. E. C. Sheridan, Pastor, resume work on \$100,000 auditorium, 1300 block Broad St.; Scroggs & Ewing, Archts., Lamar Bldg.; Palmer-Spivey Construction Co., Contr., 124 Eighth St.*

Md., Webertown—First Baptist Church, Rev. Jas. B. Daniels, Pastor, erect building; H. B. Funk, Contr., Brunswick.

Mo., Jefferson City—First Presbyterian Church let contract for \$80,000 building to Bethel & Son, 1925-A State St., Granite City, Ill.; brick and stone, 3 stories, 88x88 ft., edge grain pine, oak and maple floors, concrete foundation, built-up composition roof; furnishings, equipment, etc., \$20,000; Kennerly & Stiegemeyer, Archts., Title Guaranty Bldg., St. Louis.*

Mo., Lebanon—Baptist Church erecting \$22,000 building. Address The Pastor.

N. C., Statesville—Race Street Methodist Church, W. A. Fulp, Chmn., Bldg. Comm., erecting \$10,000 addition to auditorium; 3 stories, 40x60 ft., pine floors; N. E. Brown, Archt., Armfield St.; owner builds; D. A. Morrison, Constr. Supervisor. Address J. R. White, Race St. See Machinery Wanted.*

Tenn., Alamo—First Christian Church erecting \$15,000 building; Jones & Evans, Contrs.

Va., Richmond—Highland Park Christian

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

& Investment Co., 20 S. Palafax St., erect \$15,000 dwelling, Brentwood Park addition; concrete, hollow tile, stucco, Italian type, steel casement sash, oak floors, tile roof, baths and porches, shower; W. R. Helle, Engr.; Altink Construction Co., Contr.

Fla., Titusville—Titusville Securities Co. erect 4 Spanish type dwellings; total cost \$12,000; Haverstick Construction Co., contractor for 3; H. B. Hunt, contractor for 1.

Fla., West Palm Beach—Berney P. Clay, M. D., McGinley Bldg., let contract for \$14,000 residence, E. Lakewood Ave., to Vincent S. Hall, Lakeview Avenue Arcade; frame and stucco, 2 stories, 38x60 ft., tile and oak floors, concrete foundation, old Cuban tile roof; furnishings, equipment, etc., \$6000; plans and engineering by Contr.*

Ga., Augusta—Henri C. McGowan, 1314 Highland Ave., let contract for \$10,500 residence to Sibert & Robison, 126 Eighth St.; stucco on metal lath, 2 stories, 56x34 ft., oak floors, concrete foundation, tile roof; Drummond, McCrary & Drummond, Archts., Marion Bldg.; hot water heating and plumbing, E. S. Erbeling & Sons, 516 Broad St.; electric work, Eve Repair Co., 852 Chafee Ave.*

Ga., Macon—W. J. Hamlin, 504 Mulberry St., erecting 3 dwellings, Edna Place and 2 on Ponce de Leon Ave.

La., New Orleans—Jackson Homestead Assn., 722 Common St., erect 3 duplexes, Bienville and St. Patrick Sts.; total cost \$24,000; Richard Mackenroth, Contr.

La., New Orleans—Thos. J. Connolly erect \$10,000 raised single residence, Canal Blvd. and Clare St.; Edw. L. Markel, Contr., 3838 Louisiana Avenue Pkwy.

La., New Orleans—Edmonds Realty & Investment Co. erect \$16,500 dwelling, Fontainebleau Drive and Burdette St.; J. A. Haase, Jr., Contr., 916 Union St.

La., New Orleans—Phoenix Building and Homestead Assn., Maison Blanche Bldg., erect \$10,000 dwelling, Calabone and Robertson Sts.; Peter Broyard, Contr.

Md., Baltimore—M. S. Cohen, 213 E. Redwood St., erect \$10,000 brick residence, Fairmount Ave. near Davis Ave.; 1½ stories, 38x56 ft., slate roof, hot water heat; D. S. Sackerman, Archt.-Contr., 125 E. Baltimore St.

Md., Baltimore—Wm. P. Pearson, 3212 St. Paul St., erect \$10,000 brick residence, Warrenton Rd. near Overhill Rd.; 2½ stories, 65x58 ft., slate roof, hot water heat; H. C. Aiken, Archt., 4201 Evergreen Ave.; owner builds.*

Md., Baltimore—Jos. W. Apsley, Hamilton and Bella Vista Aves., erect 2 frame dwellings, W. side Virginia Ave. near Hamilton Ave.; 2 stories, 40x32 ft., hot water heat; total cost \$10,000; plans and construction by owner.

Md., Baltimore—Geo. Bankert erect 7 brick dwellings and garages, 3541-53 Dorsey Lane; 2 stories, 14x45 ft. and 10x18 ft., siag roofs; total cost \$15,000; Geo. Wessel, Archt., 3001 Lytleton Rd.; owner builds.

Md., Baltimore—Progressive Building Co. erect 11 brick dwellings and garages, 400-20 Poplar Grove St.; 2 stories, 14x40 ft. and 13x40 ft., steam heat; total cost \$22,000; L. Schoenlein, Jr., Archt., both 3526 Arabia Ave.; owner builds.

Md., Baltimore—Henry C. Straus, Crown Cork and Seal Co. Bldg., erect 2 brick dwellings and garages, N. E. cor. Bancroft Rd. and Davis Lane; 2 stories, 62x47 ft. and 20x20 ft., slate roof, hot water heat; total cost \$15,000; H. A. Stillwell, Archt.-Contr., Continental Bldg.*

Md., Baltimore—John Welsh, 11 E. Fayette St., erect 4 frame dwellings, W. side Oak Ave. near Evesham Ave.; 1½ stories, 24x28 ft. and 26x31 ft.; total cost \$10,000; Geo. Wessel, Archt., 3001 Lytleton Rd.; owner builds.

Miss., Crystal Springs—P. H. Gardner, Pres., Gardner Commercial College, erect residence, W. Georgetown and Newton Sts.; C. E. Stodhill, Contr.

Miss., Hattiesburg—Mrs. L. Davis, Perkins-ton, Miss., started work on residence, Monte Vista.

Miss., Yazoo City—R. P. Miller erect \$15,000 residence, Jackson Ave. and Fifth St.; Wm. Morford, Contr.

Mo., Branson—D. W. Moore erecting 50 small dwellings, White River.

Mo., Kirkwood, St. Louis—Geo. E. Lehman, 330 Way St., erect 4 dwellings, Central Place subdivision; brick and tile, 26x34 ft., hot air heat, composition roofs; cost \$4000 each; owner builds.

Mo., St. Louis—T. A. Albrecht erect 3 brick

dwellings, 6724-26-30 Merganford Rd.; 2 stories, 25x27 ft., composition shingle roofs, hot-air heat; total cost \$10,500; Albrecht Building Co., Contr., both 4170 Itaska St.

Mo., St. Louis—M. Cuba erect 4 brick dwellings, 5963-67-71-75 N. Cuba Court; 2 stories, 25x28 ft., ruberoid shingle roofs, furnace heat; W. Cuba, Archt.-Contr., both 2828 Hampton St.

Mo., St. Louis—F. Slobright, 624 Chestnut St., erect 3 brick dwellings, 2200-04-06 Palm St.; 1 story, 24x42 ft., composition roofs, hot-air heat; total cost about \$10,000; G. Becker, Archt., Ferguson, Mo.; R. L. Dittmer Real Estate Co., Contr., 624 Chestnut.

Mo., St. Louis—Rothman & Stamm, Inc., 609 N. Grand Ave., erect number dwellings, majority bungalows; several under construction.

Mo., St. Louis—Holy Cross Corp., 2500 N. 12th St., erect \$10,000 dwelling; brick, 2 stories, 16x42 ft., slate roof, hot water heat; Maritz & Young, Archts., Chemical Bldg.; Higbee Brothers Construction Co., Contr., 1011 Central Nat. Bank Bldg.

Mo., University City, St. Louis—B. F. Dunnagan, 960 Beach St., erect \$10,000 brick residence, 7487 Kingsbury Blvd.; 2 stories, 34.2x33.8 ft., tile roof, hot water heat; Jones Construction Co., Contr., 1427 N. Hanley Rd.

N. C., Shelby—Gene Schenck started work on frame residence, Park Circle, Cleveland Springs Estate; Costner & Glascoe, Contrs.

N. C., Winston-Salem—Dr. Frederick M. Hanes, Robert E. Lee Hotel, erect \$45,000 residence, Stratford Rd. near Georgia Ave.; 2 stories; garage, servants' room, 1-story cottage; Chas. Barton Keen, Archt., 338 S. Smedley St.; McNeill Construction Co., Contr., 15 and Race Sts., both Philadelphia, Pa.

Okla., Pauls Valley—J. B. Thompson erect \$15,000 residence and garage; brick veneer, 2 stories and basement, 36x54 ft., 2-car garage; Harry Reynolds, Archt., Terminal Arcade Bldg., Oklahoma City; Dudley Patterson, Contr., Purcell.

S. C., Greenville—Z. T. Cody, 1002 Buncombe St., let contract at about \$15,000 to Cox & Hodgins, Emacee Bldg., for brick veneer residence, Earle St.; 2 stories, hardwood floors, cement and brick foundation, asbestos roof; W. R. Ward, Archt., Vickers-Cauble Bldg.*

S. C., Sharon—Woodlawn Presbyterian Church, Rev. Carl McCulley, Pastor, erect 2-story brick veneer parsonage; 7 rooms; W. T. Beamguard, Contr., Clover.

Tenn., Chattanooga—C. W. K. Meacham, Hamilton Natl. Bank Bldg., erecting \$10,000 to \$11,000 residence, Oak and Carpenter Sts.; brick and hollow tile, 2 stories, 42x35 ft., hardwood floors, composition roof; D. O. Reamer, Archt., Lookout Mountain; Gordon Roberts, Contr., Tennessee Ave., St. Elmo.*

Tenn., Kingsport—H. H. Pouch started work on brick veneer residence, Watauga St.; Pyle Bros., Contrs.

Tenn., Kingsport—Kingsport Brick Corp. erect 25 brick employees' dwellings E. of Brook St.; 4 and 5 rooms, Clinton McKenzie, and A. I. Brady, 118 Broad St., New York, Archts.; Jones & Wexler, Contrs.

Tenn., Kingsport—J. C. Stone started work on brick and tile residence, Watauga St.; 2 stories, 9 or 10 rooms; Pyle Bros., Contrs.

Tenn., Memphis—Sam Hirsch started work on English type residence, St. Albans Way, Hedgemoor; R. S. Magee, Contr., 1685 Forest St.

Tenn., Memphis—W. B. Wilcox, Inc., erect 4 dwellings, Edgewood Manor; English type, sell for \$9500 to \$10,500 each; R. S. Magee, Archt.-Contr., 1685 Forest St.

Tex., Corpus Christi—C. T. Fincham, Archt., City Natl. Bank Bldg., erect 2-story dwelling; E. J. Wood, Contr., 801 Blucher St.

Tex., Corpus Christi—Jackson & Roscoe, 406 Peoples St., erect dwellings.

Tex., Corpus Christi—H. N. Satterwhite, 310 Mesquite St., erect 2-story residence; E. J. Wood, Contr., 801 Blucher St.

Tex., Dallas—Herman Philipson, 4408 Worth St., let contract for \$17,500 brick residence, 6711 Country Club Circle, to J. O. Everett, Melba Theater Bldg.; Fooshee & Cheek, Archts., Athletic Bldg.

Tex., Houston—Jas. A. Baker, Jr., 1614 Main St., let contract to Thos. T. Hopper Co., Post-Dispatch Bldg., for \$20,000 residence, Blissett St.

Tex., Houston—W. E. Bryan, 309 E. Colquitt St., erect brick and tile bungalow, Jackson St. and Rosedale Ave.; Chas. P. Jones & Co., Archts., Binz Bldg.; A. H. Dewar, Contr.

Tex., Houston—Lightfoot-Bolton Construction Co., 1310 E. Main St., erect 3 duplexes, W. Bell St. near Hazel St.; 1 story, brick veneer; total cost \$30,000.

Tex., Houston—F. H. Roberts, 4728 Clay St., started work on \$13,000 residence, Wroxton Ave., Monticello subdivision; 2 stories, English type, brick veneer.

Tex., Houston—R. B. Walling, Second Natl. Bank Bldg., erect residence, River Oaks Blvd., River Oaks.

Tex., Houston—B. C. Butler, 1036 Cottage St., erect \$14,000 duplex, 4412 Conner St.; 2 stories, 10 rooms, brick veneer; J. H. Gaught, Contr., 207 Norwood St.

Tex., San Antonio—Robt. McCarrough, 1309 S. Flores St., erect 5 frame and stucco dwellings, 100 and 200 blocks Lullwood Blvd.; owner builds.

Tex., Sherman—J. A. Simmons erecting residence, 500 block N. Walnut St.; 5 rooms and bath.

Tex., Victoria—Frank Diener erect residence, Stayton Ave. and Vine St.; 7 rooms, stucco; Louis Urban, Contr.

Va., Richmond—Sam'l. H. Baker, Box 131, erecting 12 dwellings; total cost over \$100,000. See Machinery Wanted.

Va., Vinton—R. D. Scott erecting brick-cased residence, Jackson St.

Government and State

Ga., Fort Benning—Constructing Quartermaster, Wm. McK. Scott, Capt., let contract at \$433,860 to J. W. Cowper Co., Healey Bldg., Atlanta, Ga., for permanent Cuartel Barracks (Sections "B," "C" and "D"); building 1088.10x48 ft., 3 stories and garret, concrete and brick; water supply to O'Pry Heating & Plumbing Co., 163 Cotton Ave., Macon, Ga., \$4678; storm and sanitary sewers, M. D. Morgan, Opelika, Ala., \$54,337; plumbing, Loftis Plumbing Co., 44 Marietta St., Atlanta, Ga., \$41,700; electric work, Michaels & Co., Flat Iron Bldg., Norfolk, Va., \$16,970.*

Hospitals, Sanitariums, Etc.

Md., Baltimore—Sinai Hospital of Baltimore, Inc., Rutland Ave. and Monument St., let contract for alterations and addition to Benj. F. Bennett Building Co., 123 S. Howard St.; cost \$100,000; plumbing in gen. contract; heating, elevator and electric wiring not let; Jos. Evans Sperry, Archt., Calvert Bldg.*

Okla., Enid—United Sash & Door Co. has millwork contract for \$100,000 addition to Enid General Hospital; struct. steel, Hackney Iron & Steel Co.; reinforcing steel, Capitol Steel & Iron Co., foot of S. Broadway, Oklahoma City; R. W. Shaw, Archt.; Grant Buxton, Contr.*

W. Va., Huntington—State Board of Control, Jas. S. Lakin, Pres., Charleston, let contract for \$100,000 women's dormitory at Huntington State Hospital, Dr. L. V. Guthrie, Supt., to R. Mankin & Co., Coal Exchange Bldg.; fireproof, brick, 2 stories and basement, 93x74 ft., 40 bedrooms, dining-room, 2 sun parlors, stone trim, marbleoid floors, concrete slabs and ceiling, red tile roof, blower system of heat; V. C. Pettit, Archt., 3 Elmwood Place, Charleston.*

Hotels and Apartments

Fla., Jacksonville—J. B. Cox, 3102 Liberty St., has permit for \$24,000, 2-story, brick veneer, 4-apartment house on Laura St. for C. W. Faulk, Panama Pk.

Fla., Sarasota—E. O. Burns, Seventh and Broadway, started work on \$10,000, 2-story, hollow tile, 160x55-ft. hotel for negroes, on 14th St. near Central Ave.; pine floors, composition shingle roof, reinforced cement foundation; equipment and furnishings cost \$5000; Lyman H. Dixon, Archt., Oak and Ospray Ave.; construction by Burns Supply Co., care owner. (See Machinery Wanted—Ventilators; Roofing.)

Fla., St. Petersburg—J. E. Riddle, 2631 First Ave. S., erect \$20,000, 2-story, 24-room, 8-apartment house at 2010 Third Ave. South.

Ga., Macon—James R. Winchester convert property at College St. and Georgia Ave. into apartments; Claude W. Shelverton, Archt.; F. Joe Bishop, Contr., both Grand Bldg. •

La., New Orleans—Bunn Electric Co., 835 Baronne St., has contract at \$16,000 for electric work on \$1,000,000 12-story Pontchartrain Apartment building for which J. V. & R. T. Burkes, Carondelet Bldg., have general contract.*

Miss., Biloxi—J. W. Hull Plumbing & Heat-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

ing Co., 1144 Madison St., Memphis, Tenn., received contract for plumbing and heating equipment in \$500,000 Hotel Tivoli, for which Kaucher-Hodges Co., Shrine Bldg., Memphis, was awarded general contract.*

Miss., Gulfport—J. W. Hull Plumbing & Heating Co., 1144 Madison St., Memphis, Tenn., received contract for plumbing and heating equipment in \$1,000,000, 8-story Markham Hotel under construction.*

Miss., Tupelo—Union Realty and Thomas P. Florida Hotels Companies, care T. P. Florida, Gilmer Hotel, Columbus, let contract to Hanson Worden Construction Co., Lyceum Bldg., Memphis, Tenn., for \$500,000, 5-story brick and terra cotta hotel at S. Spring St. adjacent to Union Station; 88 rooms with baths, banquet hall and stores on ground floor; P. J. Krouse, Archt., Meridian.*

Mo., Jefferson City—Central Hotel, J. A. Huegel, owner and operator, let contract to George Fuller Green Construction Co., 429 Rialto Bldg., Kansas City, for addition to cost \$350,000; J. G. Braecklein, Archt., 220 Kresge Bldg., Kansas City.*

Mo., St. Louis—N. Alper, 1237 N. 13th St., erect \$10,000, 2-story, brick, 34x52-ft. tenement, 4860-2 Page St.; composition roof, furnace heat; owner builds.

Mo., St. Louis—K. C. Mayes, 2817 Eads St., erect \$12,000, 2-story, brick, 34x40-ft. tenement, 2810 Park St.; asphalt roof, hot air heat; owner is Archt.-Builder.

Mo., St. Louis—Kuhn & Kuhn Construction Co., erect \$10,000, 2-story, 34x51-ft. tenement, 4942 Winona St.; gravel tile roof, hot air heat; owner builds.

Mo., St. Louis—T. Lannan, 1307 N. Spring St., erect \$6500, 2-story, 19x45-ft., brick tenement, 1723 Simpson Place, and two 2-story, 34x45-ft. tenements, 1719-25 Simpson Place. \$25,000; composition roofs, furnace and hot air heat; J. C. Lamping, Archt.-Builder, 3961 Delor St.

N. C., Edenton—L. B. Perry, Contr., Elizabeth City, erecting \$200,000 4-story brick hotel building for W. E. and E. V. Hinton; 70 rooms and 4 stores; T. C. Jones will operate.*

Tex., McAllen—Gordon Griffin let contract to L. L. Eldridge, San Antonio, for \$35,000 apartment tourist camp; Spanish type, 3 sections of 10 apartments each, tile and stucco.

Va., Portsmouth—Calvin Johnson & Son, 1605 McDaniel St., erecting apartment house at 1 Court St. for H. B. Wilkins, 1213 Washington St.

W. Va., Switchback—Appalachian Electric Power Co. let contract to P. A. Dunn, Carroll St., both Bluefield, for erection of two double apartment houses.

Miscellaneous

Ark., Winslow—Winslow Park Club, Henry Read, Fort Smith, Pres., started reconstruction of mountain lodge building recently burned; 120x30 ft., native stone, \$15,000.*

D. C., Washington—Frank R. Dunlap of the George A. Fuller Co., Contrs., 949 Broadway, New York, and Munsey Bldg., announced following sub-contracts let on \$10,000,000, 14-story National Press Building: American Mosaic Co., Inc., 912 Eye St., tile, terrazzo flooring, Scagliola marble and art marble; Forrest Thompson Co., finished hardware; York Manufacturing Co., York, Pa., refrigeration, spray pond and water-cooling system; S. H. Pomroy Co., Inc., New York, hollow metal window frames and sashes.*

Fla., Jacksonville—C. J. Overton Tourist Camp Co. let contract to Standard Materials Co. for 20 houses in Phoenix Park; \$10,350.

Ga., Savannah—Colonial Yacht Club, care George S. Clarke, 16 E. Bryan St., being organized in connection with development of Colonial Estates on Whitemarsh Island: will construct clubhouse at Turner's Rock; Clarke & Clarke, Contrs., 16 E. Bryan St.

Md., Baltimore—The Mancas Co. erect \$65,000, 1-story, brick building at S. E. cor. Monument and Castle Sts., include bowling alleys, theater and stores; Schmidt & Fulton, Archts.; Henry L. Maas & Son, Contrs., Munsey Bldg.

N. C., Greensboro—J. C. Hedgepeth, 104 Battle Ave., alter building at S. E. cor. Gaston and Elm Sts.; lower floor to be occupied by J. P. Gullet, Inc., 19 Haywood St., Asheville, \$30,000; Angle-Blackford Co., Contrs.; plans by H. Olin Jones of Jones & Trott, Inc., Archts., Woodside Bldg., Greenville, S. C.

Tex., Dallas—Thomas C. Born, Interurban Bldg., received contract at about \$75,000 for remodeling Dallas Country Club building for C. C. Huff, fourth floor Katy Bldg.; Thomson & Saine, Archts., 1203 S. W. Life Bldg.*

Railway Stations, Sheds, Etc.

N. C., Charlotte—Southern Railway Co., Henry W. Miller, Vice-Pres., Washington, D. C., will erect addition of 1182 ft. of train sheds to present coverings; \$50,000; work by Company's forces under supervision of G. L. Sifton, Ch. Engr. of Lines East.

Schools

Fla., Tampa—Hillsborough County Board of Public Instruction let contract to System Construction Co., at \$44,619, for erection of Macfarlane Park Grammar School, in West Tampa; 2 stories, 8 classrooms and assembly room.

Fla., Winter Park—Board of Education let contract to Daugherty-Nichols-Young Construction Co., Orlando, at \$136,800, for erection of first wing of new Senior and Junior High School, and to John W. Bryan, 1008 N. Mill St., Orlando, at \$14,387, for new negro school; Howard M. Reynolds, Orlando Bank & Trust Co., Orlando, Archt. for High School and Harold Hair Archt. for negro school.*

Ga., Evans—Cooper-Mulherin Construction Co., has contract at \$27,000 for erection of 8-classroom and auditorium, 1-story, stucco school building; D. F. Paysinger, Chmn. of committee in charge.

Ga., Swainsboro—Board of Trustees Swainsboro School District let contract to John T. Ragan & Co., Vidalia, for \$30,000, brick, 4-classroom and auditorium school building; Scroggs & Ewing, Archts., Lamar Bldg., Augusta.*

Ky., Lexington—Fayette County Board of Education, Miss Mattie Dalton, Supt., let contract to J. T. Jackson Lumber Co., Belt Line and Price Ave., at \$31,498, for erection of 1-story brick, 6-room and auditorium Russell Cave school building; H. A. Churchill and J. T. Gillig, Archts., Fayette Bank Bldg.*

Ky., Lexington—Lamba chapter of Sigma Chi fraternity, of University of Kentucky, started work on \$25,000 fraternity house at Kalmia Ave. and Rose St.; brick, kitchen in basement, 12 bedrooms, guest room, reception room and baths on first and second floors, chapter room on third floor.

Mo., Chitwood—Board of Education let contract to Sharp Bros. Construction Co., Kansas City, at \$22,450, for construction of Longfellow School building; H. B. Schulte, 514 Joplin St., plumbing, \$4466; Chandelier Shop, 110 W. Sixth St., both Joplin, electric work, \$410; 5 rooms, brick with stone trimmings.

Mo., Kansas City—Board of Education erecting \$200,000 brick and cut stone unit to Border Star School, Wornall Road between 63rd and Meyer Blvd.; contain auditorium, gymnasium and 9 classrooms; Sharp Bros. Construction Co., Contrs.; Charles A. Smith, Archt., 800 Finance Bldg.

Mo., St. Louis—Sts. Mary and Joseph Roman Catholic Congregation, Minnesota and Kansas Sts., let contract to C. A. Welsch Construction Co., 119 N. Seventh St., for \$63,000 2-story brick, 59x51x85 ft. school building at 6328 Minnesota St.; composition roof; Kennerly-Stiegmeier, Archts., Title Guaranty Bldg.

N. C., Lenoir—Board of Education let contract to R. M. Perry, Hickory, at \$15,101, for colored school buildings in West End and Freedman.

Okla., Wynnewood—Board of Education recently let contract to A. J. Barrett, Averyett Ave., at \$44,600 for erection of 1-story, 120x130 ft., brick school building; 6 classrooms, gymnasium and auditorium; pine floors, cement foundation, composition roof; M. O. Corley, plumbing; J. B. White, Archt., Ardmore.*

Tenn., Knoxville—Board of Education has let contract to Roehl & Gervin, 215 N. Broadway, for \$30,000 High School gymnasium on Fourth Ave.; Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis, Mo.*

Tex., Crowell—Board of Education, B. F. Ellis, Sec., let contract to J. F. Morgan, Sherman, at \$39,550, for erection of High School building; heating and plumbing to Harrauld & Brandt Oklahoma City, Okla., at \$11,654; wiring to Phillips Electric Co., Chickasha, Okla., at \$790; E. H. Eads, Archt., Chickasha.*

Tex., Batson—Board of Education let contract to McDaniel & Hartford, 511 Kyle Bldg., Beaumont, for 2-story, 50x140-ft., brick and hollow tile school building; Livesay & Weidemann, Archts., 607 San Jacinto Life Bldg., Beaumont.*

Tex., Riviera—School Board let contract to Sumrall Building & Supply Co., Galveston,

at \$14,630, for 2-classroom and auditorium addition and remodeling; Hamon & Co., Archts., 410½ Peoples St., Corpus Christi.

Tex., San Benito—Board of Education, J. C. Jones, Supt., let contract to Milton Construction Co., Brownsville, at \$79,863, for construction of High School building; brick, stone, hollow tile, reinforced concrete foundation, 1 story, 250x100 ft.; Harvey P. Smith, Archt., 312 Natl. Bank of Commerce Bldg., San Antonio.*

Va., East Radford—State Teachers' College, Dr. J. P. McConnell, Pres., recently let contract to J. D. Huffard, Pulaski, at \$141,700, for erection of Dormitory No. 2; James F. MacTier, Archt., Payne Bldg., Roanoke; C. Grady Cates, Const. and Sales Engr., 207-S Boxley Bldg., Roanoke, received contract from Mr. Huffard for following materials: corrugated reinforcing steel floor clips by Bull Dog Floor Clip Co., waterproofing and concrete coloring by Master Builders, incinerator by Economy Incinerator Co., Truss-Loop metal lath by Bostwick Steel Lath Co.; also for Kalamein and tin clad doors, angle lintels, stairways and brass thresholds.*

Va., Suffolk—Nansemond County Board of Education accepted bid of R. H. Reidell at \$25,411 for erection of Kings Fork school building.

Stores

Ark., Fayetteville—P. R. Green, Contr., 527 N. College Ave., erecting \$15,000, 1-story, 30x80-ft. store building, N. Block St.; stone foundation; Fay Repair Shop, heating and plumbing; Goss Rogers, electric work; P. A. Foos, Archt. (See Machinery Wanted—Metal Doors; Wire Glass; Flooring; Marble.)*

Fla., Jacksonville—Ingalls Realty Co., Graham Bldg., let contract to W. T. Hadlow, Baldwin Bldg., for \$20,000, 3-story, brick stores and warehouse, Forsyth St.

Fla., Jacksonville—Palmetto Investment Co., Thomas B. Hamby, Pres., 325 W. Forsyth St., recently let contract to O. P. Woodcock, Main St., at \$45,000, for 2-story, 45x90 ft. stores and office building on Laura St.; oak floors, Barrett roof, concrete foundation; A. W. Hamby, Archt., Columbia, S. C. (See Machinery Wanted—Wire Glass; Flooring; Ventilators.)*

Fla., Jacksonville—A. N. Cole, 2146 Oak St., has permit for \$26,000 2-story brick and tile stores and 4 apartments, S. E. cor. First and Walnut Sts., for R. E. Broward, 1415 Walnut St.

Fla., Jacksonville—O. P. Woodcock, Duval Bldg., has contract for adding 2 stories to 1-story brick building, Forsyth, between Cedar and Clay Sts., for R. P. Daniel, Graham Bldg.; \$24,000.

Fla., Miami—S. W. Straus & Co., 565 Fifth Ave., New York, will finance completion of Shoreland Arcade Building in E. Flagler St., N. E. First St. and N. E. First Ave., for Shoreland Co., 125 E. Flagler St., to be completed in 60 days; provide 60 stores with 42 offices above; four arcades 14 to 16 ft. wide, 22x72 ft. lobby in center of building; George W. Langford Co., Contrs., Hotel McAllister.*

La., Shreveport—Clarence W. King, Archt., Giddens-Lane Bldg., let contract to Tom Green, Ward Bldg., at \$28,500, for remodeling and additions to 2-story, brick building at 408-10 Texas Ave. for W. T. Grant Stores Co.; include 2-story, brick, 25x50-ft. addition in rear.

Miss., Greenwood—Guston T. Fitzhugh let contract to Estes-Williams Ragadate Co., both Cotton Exchange Bldg., Memphis, Tenn., for five 20x80 ft. brick store buildings on Johnson St.; R. J. Moor, Archt., 336 Gaston St.

Miss., Hollandale—L. C. Hays let contract for erection of 3 brick stores on Main St.

Mo., St. Louis—F. Dallavalle, 5882 Delmar Blvd., has permit for moving and altering 2-story building at 2900-8 Olive St.; \$10,000; E. F. David House Moving Co., Contrs., 717 Wainwright Bldg.

N. C., Greensboro—L. M. Rawls will erect \$23,000, 1-story, brick 5-room store building on W. Market St.; J. S. Ferree, Contr.

Okla., Ponca City—W. C. Waggoner soon start work on \$35,000 2-story, 50x140 ft. brick and stone business and apartment building; concrete foundation, composition roof, wood floors and finish, fire escapes, gas heating, hollow tile, metal lath plate glass; Smith & Senter, Archts., Investment Bldg., Okmulgee; J. F. Rankin, Contr., Ponca City.*

Tenn., Chattanooga—Read House Co., Ninth and Broad Sts., has let contract to Orr-Barnes Construction Co., Volunteer Life Bldg., for remodeling first floor of Read House building; \$21,000, Broad St. side to

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have 8 stores with arcade at rear running through building; Chestnut St. side will not be remodeled at present.

Tenn., Knoxville—Mynderse & Carringer Co., 615 Market St., erecting \$50,000, 1-story and basement, brick and reinforced concrete business building, Magnolia Ave. and Franklin St.

Tenn., Memphis—H. J. Gilbertson Construction Co., Graham Bldg., has permit for \$13,000 addition at 69 S. Main St.

Tex., Hurlwood—Kershner Construction Co. has contract for 4 brick business buildings.

W. Va., Huntington—A. H. Frankel, 1007 Third Ave., remodeling Third Ave. building; \$10,000.

Theaters

Mo., Kansas City—Dr. T. A. Kyner, 214 Wirthman Bldg., erect \$65,000 Spanish type, brick with stone and tile trim, 86x125 ft. theater and 4-storeroom building at 15th St. and Prospect Ave.; Clifton B. Sloan, Archt.; R. H. Black, Contr.

Tex., Orange—Jefferson Amusement Co. let contracts for extensive improvements to Strand Theater, M. C. Clemmons, Mgr.; new marquee and awning of steel and copper, new lighting arrangements, double storm doors, redecorate interior of foyer, etc.

W. Va., Clarksburg—Jack Marks, 1427 Mechanic St., let contract to A. L. Shrum Co., 900 W. Pike St., for construction of steel frame; brick and tile walls, fireproof theater building at 404-8 W. Pike St.; Rialto Theater and store adjoining will be remodeled in connection; seating capacity 1300; Edw. J. Wood & Son, Archts., Lowndes Bldg.*

Warehouses

Fla., Fort Myers—Collier Line rebuilding warehouse on dock, recently burned; galvanized iron and stucco, 216x49 ft.

Ga., Atlanta—Massell Realty Co., care S. A. Massell, 43 Peachtree St., erecting 2-story brick, 100x175 ft. warehouse on Stephens St.; half complete; E. C. Seiz, Archt., 43 Peachtree St.; construction by owners.*

Mo., Joplin—Rex Camblin, 120 N. Connor Ave., of Empire Electric Mch. Co., erecting \$45,000, 1-story, brick, tile and steel, 200x120 ft. warehouse and shops, 1033-9 Joplin St.; concrete floors and foundation; equipment and furnishings cost \$5000; Roy Hoffman, Contr.; Van Pelt & Smith, Archts., Joplin Natl. Bank Bldg.*

Mo., Springfield—H. I. Devore, 635 N. Main St., Pres of Devore Wholesale Fruit Co.,

started work on 32x132-ft., 2-story, brick and concrete building at 615-7 N. Main Ave.; house offices, storage and refrigeration plant.

Tenn., Lebanon—Lebanon Furniture Co. started work on display rooms and warehouse.

Tenn., Memphis—Boyle Trust & Investment Co., Rozelle St., started work on \$66,000 2-story brick, concrete and steel, 140x163 ft. warehouse, at Rozelle St. and N. C. & St. Louis R. R., for Southwestern Bell Telephone Co.; concrete and oak flooring, concrete foundation, asphalt built-up roof; subletting work to individual contractors.*

Tex., Beaumont—Gordon Sewall & Co., Inc., 102 San Jacinto St., recently let contract to Beaumont Construction Co., 215 Blanchette Bldg., for 1 story, 100x200-ft. warehouse; reinforced concrete walls, concrete piers foundation, composition roof; James Ruskin Bailey, Archt., 1606 Main St. [See Machinery Wanted—Steel Sash and Trim; Electric Refrigerators; Flooring (Hardwood).]*

Tex., Houston—Damon Wells Co., Chronicle Bldg., started work on \$250,000 fireproof warehouse, fronting on Chestnut and extending from Brooks to Burnett Sts.

Tex., Sherman—Sims Oil Co. erecting 24x40 ft. warehouse on E. King St.; J. C. Thompson, Contr.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Air Hammer.—Hackley-Morrison Co. (Mch. Dealers), 1708 Lewis St., Richmond, Va.—Wants No. 40, No. 60 and No. 80 Boyer air hammer.

Amusement Park Devices.—Chas. F. Claiborne, City Park, New Orleans, La.—Receives bids Oct. 17 for various kinds amusement devices.

Baling (Paper) Machines.—G. A. Price, 265 N. E. Second St., Miami, Fla.—Wants data on machines suitable for baling waste paper; correspond with manufacturers.

Band Resaw.—W. B. Foreman of Foreman-Derrickson Veneer Co., Elizabeth City, N. C.—Wants prices on band resaw to carry 6-inch blade.

Boilers.—Jos. L. Pearson, Route 2, Keyville, Va.—Wants prices on 20-25 h. p. self-contained tubular boiler, portable; also interested in marine boiler, 25-30 h. p., either new or used equipment; state condition.

Boiler.—Kenyon Floral Co., 2500 W. 11th St., Oklahoma City, Okla.—Wants one 80 h. p. boiler for greenhouse, low-pressure steam, to handle 10,000 ft. of radiation.

Boiler Feed Pump.—City Coman., Frank W. Owen, Chrmn., Jacksonville, Fla.—Receives bids Sept. 15 for one turbine-driven centrifugal boiler feed pump, not less than 1000 gal. per min. capacity against pressure of 210 lbs. gauge; delivered f. o. b. cars Tallyrand Ave. Power Station.

Brass, Copper, etc.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids September 13, 300 lbs. brass sheet, 950 lbs. copper sheet, 5 lbs. brass rivets for handicraft work.

Bridge.—St. Petersburg, Fla. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Shreveport La., will build three bridges and one culvert. See Construction News—Bridges, Culverts, Viaducts.

Bridge Sub-structure.—Clay County Court, L. J. Reed, Clk., Clay, W. Va.—Receives bids Sept. 7 for substructure of Dundon Bridge.

Bulkhead.—U. S. Engineer Office, Norfolk, Va.—Receives bids Sept. 21 to furnish all materials and labor building concrete bulkhead at Jones Creek at National Soldiers Home for D. V. S., Hampton, Va.

Bulkhead.—U. S. Engineer Office, Norfolk, Va.—Receives bids Sept. 21 for furnishing all materials and labor and erecting concrete bulkhead in Jones Creek at National Soldiers Home for D. V. S. Hampton; information on application.

Cast Stone.—J. C. Epperson, Edinburg, Tex.—Wants prices on cast stone for 2-story apartment house.

Cast Stone.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on cast stone for \$25,000 residence.

Church Furnishings, etc.—J. R. White, Race St., Statesville, N. C.—Wants prices on equipment, etc., for \$10,000 addition to church.

Concrete Mixer.—Heisley-Fickle Construction Co., Dixie Highway, Stuart, Fla.—Wants used cement paving mixer.

Copper Pipe.—Board of Awards, F. A. Dol-

field, City Register, Baltimore, Md.—Receives bids Sept. 15 to furnish and deliver copper pipe to Bureau of Water Supply; V. Bernard Siems, Water Engr.

Crescoted Timber Posts.—State Highway Dept., Columbia, S. C.—Receives bids Sept. 10 to furnish crescoted timber guard-rail posts, different types; Samuel McGowan, Ch. Highway Commr. Address proposals P. O. Drawer 660, Columbia.

Crusher.—Marlbrook Lime Co., First Natl. Bank Bldg., Roanoke, Va.—Wants one used 24-in.x36-in. jaw crusher.

Derrick.—Avalon Sand & Gravel Co., 431 N. Front St., Baltimore, Md.—Wants derrick, 3-drum engine and swing; electric preferred; 75 ft. or over boom.

Drill Press.—Cunningham Machine Works, 1529 Texas Ave., Shreveport, La.—Wants 4-ft. radial drill press.

Dumb Waiters.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on dumb waiters for \$25,000 residence.

Electric Fixtures.—Saml. H. Baker, Box 131, Richmond, Va.—Wants prices on electric fixtures for 12 dwellings.

Electric Refrigerators.—J. C. Epperson, Edinburg, Tex.—Wants prices on electric refrigerators for 2-story apartment house.

Electric Refrigerators.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on electric refrigerators for \$25,000 residence.

Electrical Equipment.—U. S. Engineer Office, 1068 Navy Dept. Bldg., Washington, D. C.—Receives bids September 30 to furnish, install and test two generators, automatic switching and electrical equipment.

Electric Refrigerators.—Cliff House Club Co., Powersite, Mo.—Wants prices on electric refrigerators for \$50,000 clubhouse.

Electric Refrigerators.—Beaumont Construction Co., 215 Blanchette Bldg., Beaumont, Tex.—Wants prices on electric refrigerators for warehouse.

Engine.—See Derrick.

Engine (Oil).—Taylor-Parker Co., Inc., Water St. and Commercial Pl., Norfolk, Va.—Wants good used Fairbanks-Morse Class Y oil engine.

Engine.—T. E. King, Gen. Mgr., Denmark Machine & Foundry Co., Denmark, S. C.—Wants to purchase for resale f. o. b. Denmark, one center crank McEwen balanced valve automatic engine, not less than 16-in. diam. cylinder and to develop not less than 150 h. p., with steam pressure at boilers 40 feet away from engine at 140 lbs.; must be in good mechanical condition, complete with all fixtures and wrenches; if unable to get McEwen C. C. engine can use any good type of center crank 4-valve automatic or Corliss type not less than 150 h. p. steam at 90 lbs. at engine.

Flooring.—J. C. Epperson, Edinburg, Tex.—Wants prices on tile and hardwood flooring for 2-story apartment house.

Flooring.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on tile, hardwood, linoleum and rubber tile flooring for \$25,000 residence.

Flooring.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on reinforced concrete with ¾-inch Rexillite flooring, for \$190,000 library and power-house at Western State Teachers' College.

Flooring.—T. J. Speed, S. Oak St., Pearisburg, Tex.—Wants prices on hardwood and linoleum flooring for residence.

Flooring.—O. P. Woodcock, Contr., Main St., Jacksonville, Fla.—Wants prices on tile and hardwood flooring for store and office building.

Flooring.—P. R. Green, Contr., 527 N. College Ave., Fayetteville, Ark.—Wants prices on tile and concrete flooring for \$15,000 store building.

Flooring.—Cliff House Club Co., Powersite, Mo.—Wants prices on hardwood and rubber tile flooring for \$50,000 clubhouse.

Flooring (Hardwood).—Beaumont Construction Co., 215 Blanchette Bldg., Beaumont, Tex.—Wants prices on hardwood flooring for warehouse.

Floor Tile.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on interior tile flooring for \$190,000 library and power-house at Western State Teachers' College.

Gates.—U. S. Engineers Office, Box 72, Louisville, Ky.—Receives bids Sept. 24 for gates for locks Nos. 47, 50 and 52, Ohio river.

Generators.—See Electrical Equipment.

Grader.—See Tractor and Grader.

Gypsum Partitions.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on Gypsum partitions for \$190,000 library and power-house at Western State Teachers' College.

Heating Plants.—Saml. H. Baker, Box 131, Richmond, Va.—Wants prices on heating plants for 12 dwellings.

Hollow Tile.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on 4x8-inch hollow tile for \$195,000 library and power-house at Western State Teachers' College.

Incinerators.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on incinerators for \$25,000 residence.

Incinerators.—Cliff House Club Co., Powersite, Mo.—Wants prices on incinerators for \$50,000 clubhouse.

Jute.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Sept. 13 for 1400 lbs. jute, various colors.

Lathe.—Cunningham Machine Works, Inc., 1529 Texas Ave., Shreveport, La.—Wants 20-in. quick-change heavy-duty lathe.

Lawn Mowers.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Sept. 15 for 2 power lawn mowers.

Limestone.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on Kentucky limestone for \$190,000 library and power-house at Western State Teachers' College.

Locomotive.—L. M. Williams, Pres., Orange & Fredericksburg Railroad, Box 1435, Rich-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

mond, Va.—Wants one second-hand standard gauge locomotive not over 50 ton, total weight, quick delivery.

Locomotive.—United Timber and Lumber Co., 707 U. & P. Bank Bldg., Memphis, Tenn.—Wants 32-ton Heislner standard gauge geared locomotive; state location, age, present condition and complete information, with best price for quick cash purchase.

Marble.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on marble for \$25,000 residence.

Marble.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on base and stair marble for \$190,000 library and power-house at Western State Teachers' College.

Metal Ceilings.—J. R. White, Race St., Statesville, N. C.—Wants prices on metal ceilings for \$10,000 church addition.

Metal Doors.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on Kalem metal doors for \$190,000 library and power-house at Western State Teachers' College.

Metal Doors.—P. R. Green, Contr., 527 N. College Ave., Fayetteville, Ark.—Wants prices on metal doors for \$15,000 store building.

Miscellaneous Supplies.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids September 14 for 50 glass cutters; 24 screwdrivers; 20 carriage makers clamps, 2400 sheets sand paper.

Motor.—Douglas Machine Co., Luverne, Ala.—Wants 75 h. p. slip-ring motor, 60 cycle, about 1200 revolutions, for 2250-volt alternating current, 3 phase; immediate shipment.

Motors.—R. S. Armstrong & Bro. Co., Atlanta, Ga.—Wants one 100 h.p. and one 75 h.p. squirrel cage, 3 phase, 60 cycle, 550 volt motor; one 100 h.p. and one 75 h.p. slip ring motor.

Orphanage Equipment and Furnishings.—Miss Georgia Robinson, Supt. of Port Home & Leath Orphans' Asylum, 850 N. Manassas St., Memphis, Tenn.—Wants proposals on equipment and furnishings for \$45,000 cottage.

Painting.—U. S. Veterans Bureau, Room 791, Arlington Bldg., Washington, D. C.—Receives bids September 21 for interior painting at U. S. Veterans Hospital No. 88, Memphis, Tenn.

Paving.—Miami, Fla. See Construction News—Roads, Streets, Paving.

Paving.—Huntington, W. Va. See Construction News—Roads, Streets, Paving.

Paving.—Wheeling, W. Va. See Construction News—Roads, Streets, Paving.

Pipe (Cast Iron).—See Water Works.

Pipe (Cement).—Helsley-Fickle Construction Co., Dixie Highway, Stuart, Fla.—Wants prices on cement sewer pipe, all sizes.

Pipe (Vitrified).—Helsley-Fickle Construction Co., Dixie Highway, Stuart, Fla.—Wants prices on vitrified sewer pipe, all sizes.

Pipe (Vitrified).—See Water Works.

Pipe Fittings.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids September 15 to furnish and deliver brass service pipe fittings; V. Bernard Siems, Water Engr.

Planer.—Cunningham Machine Works, 1529 Texas Ave., Shreveport, La.—Wants medium-size, open-side planer.

Plumbing Fixtures.—Saml. H. Baker, Box 131, Richmond, Va.—Wants prices on plumbing fixtures for 12 dwellings.

Pump (Electric Driven).—T. E. King, Gen. Mgr., Denmark Machine & Foundry Co., Denmark, S. C.—Wants deep-well electric-driven pump, similar to the Layne & Bowler system; the well is 6 in. diam., casing for distance of 200 ft., water stands up in well to within 30 ft. of ground level; will stand pumpage of 150 to 100 gal. per min.; have electric current, A. C., 3 phase, 60 cycle, 220 volt to motor; price must be reasonable; can use new or guaranteed units.

Punch.—Hackley-Morrison Co. (Mchy. Dealers), 1708 Lewis St., Richmond, Va.—Wants portable punch to punch holes up to ½ in. diameter.

Rails.—Taylor-Parker Co., Inc., Water St. and Commercial Place, Norfolk, Va.—Wants from 1 to 3 miles good relaying rails for Eastern N. C. delivery.

Redwood Pipe.—See Water Works.

Reed.—U. S. Veterans Bureau, Washington, D. C.—Receives bids Sept. 10 for reed.

Refrigeration Systems.—Saml. H. Baker,

Box 131, Richmond, Va.—Wants prices on refrigeration system for 12 dwellings.

Road.—Austin, Tex. See Construction News—Roads, Streets, Paving.

Road.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Road.—El Paso, Tex., will build 2 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Kentucky will build 12 roads. See Construction News—Roads, Streets, Paving.

Road.—Jackson, Miss. See Construction News—Roads, Streets, Paving.

Roofing (Composition).—Cliff House Club Co., Powersite, Mo.—Wants prices on composition roofing for \$50,000 clubhouse.

Rolling Partitions.—T. J. Speed, S. Oak St., Pearsall, Tex.—Wants prices on rolling partitions for residence.

Rolling Partitions.—A. C. Morgan, Chmn., Bldg. Comm., Jefferson Street Methodist Church, Natchez, Miss.—Wants prices on rolling partitions for Sunday school.

Rolling Partitions.—J. R. White, Race St., Statesville, N. C.—Wants prices on rolling partitions for \$10,000 church addition.

Roofing.—E. O. Burns, Seventh St. and Broadway, Sarasota, Fla.—Wants prices on composition and tile roofing for \$15,000 hotel.

Roofing (Composition).—J. R. White, Race St., Statesville, N. C.—Wants prices on composition roofing for \$10,000 church addition.

Roofing (Composition and Gravel).—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on composition and gravel roofing for \$190,000 library and power-house at Western State Teachers' College.

Roofing (Composition).—T. J. Speed, S. Oak St., Pearsall, Tex.—Wants prices on composition roofing for residence.

Roofing (Corrugated).—W. B. Foreman of Foreman-Derrickson Veneer Co., Elizabeth City, N. C.—Wants prices on 26 gauge corrugated roofing for 150x450 ft. warehouse.

Roofing Tile.—J. C. Epperson, Edinburg, Tex.—Wants prices on roofing tile for 2-story apartment house.

Roofing Tile.—T. J. Speed, S. Oak St., Pearsall, Tex.—Wants prices on roofing tile for residence.

Roofing Tile.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on roofing tile for \$25,000 residence.

Saw Mill.—Jos. L. Pearson, Route 2, Keysville, Va.—Wants to purchase small saw mill, pony size, second-hand.

Seating.—L. T. Oates, Morrilton, Ark.—Wants prices on seating for \$12,000 school building, School District No. 60.

Sewers.—City of McComb, Miss., Geo. H. Wolbrecht, Mayor—Receives bids Sept. 21 for furnishing material and constructing improvements to sewerage disposal plant; Lee W. King, City Engr.; Henry A. Mentz, Const. Engr., Hammond, La.

Sewers.—City of Miami, Fla.—Receives bids September 20 for underground sanitary sewage pumping station. See Water Works.

Shear.—Hackley-Morrison Co. (Mchy. Dealers), 1708 Lewis St., Richmond, Va.—Wants splitting shear to shear ¼ in.

Sheet Metal Work.—Knight & Clark Engineering & Construction Co., 319 S. Royal St., Alexandria, Va.—Wants sub-bids on sheet metal work for \$50,000 home for poor, Manassas, Va.

Steam Heating System.—Comms. of State Institutions, J. H. Hodges, M. D., Supt., Gainesville, Fla.—Receives bids September 21 to construct steam heating and hot water lines from central heating plant to various buildings of the Florida Farm Colony for Epileptic and Feeble Minded.

Steam Shovel.—Marlbrook Lime Co., First Natl. Bank Bldg., Roanoke, Va.—Wants one ¾-yd. revolving used steam shovel.

Steel Sash.—J. C. Epperson, Edinburg, Tex.—Wants prices on steel sash for 2-story apartment house.

Steel Sash and Trim.—Beaumont Construction Co., 215 Blanchette Bldg., Beaumont, Tex.—Wants prices on steel sash and trim for warehouse.

Steel Sash and Trim.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on steel sash and trim for \$25,000 residence.

Street.—Paducah, Ky. See Construction News—Roads, Streets, Paving.

Street.—Johnson City, Tenn. See Construction News—Roads, Streets, Paving.

Street.—Hoxie, Ark. See Construction News—Roads, Streets, Paving.

Sweeper (Motor-Driven).—W. B. Coleman, City Clerk, Kinston, N. C.—Receives bids Sept. 15 for motor-driven pick-up sweeper, with all latest devices.

Terra Cotta Trim.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on terra cotta trim for \$25,000 residence.

Terra Cotta Trim.—T. J. Speed, S. Oak St., Pearsall, Tex.—Wants prices on terra cotta trim for residence.

Terrazzo.—Presley B. McChesney, Contr., Bowling Green, Ky.—Wants prices on terrazzo stair treads and landings for \$190,000 library and power-house at Western State Teachers' College.

Tile.—J. C. Epperson, Edinburg, Tex.—Wants prices on hollow, interior and roofing tile for 2-story apartment house.

Tile.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on hollow and interior tile for \$25,000 residence.

Toys.—B. W. Flood, care of Tremont Hotel, Lakeland, Fla.—Wants to contract for manufacture of papier-mache toy on royalty basis.

Tractor and Grader.—Geo. W. Dayton, Cooke County Judge, Gainesville, Tex.—Receives bids September 13 for one 10-ton crawler type tractor and one 12-ft. leaning wheel grader.

Transformers.—A. G. Moffat, Sec., Sewerage and Water Board, 526 Carondelet St., New Orleans, La.—Receives bids October 15 to furnish transformers for power house No. 2; Geo. G. Earl, Supt.

Vaults.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on vaults for \$25,000 residence.

Ventilators.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on ventilators for \$25,000 residence.

Ventilators.—O. P. Woodcock, Contr., Main St., Jacksonville, Fla.—Wants prices on ventilators for store and office building.

Ventilators.—E. O. Burns, Seventh St. and Broadway, Sarasota, Fla.—Wants prices on ventilators for \$15,000 hotel.

Ventilators.—Cliff House Club Co., Powersite, Mo.—Wants prices on ventilators for \$50,000 clubhouse.

Ventilators.—Presley B. McChesney, Contr., 604 Main St., Bowling Green, Ky.—Wants prices on roof ventilators for \$190,000 library and power-house at Western State Teachers' College.

Water Works.—Board of Awards, Baltimore, Md., V. Bernard Siems, Water Engr.—Receives bids Sept. 15 for excavating trenches and laying water mains in Hillen Rd.

Water Works.—City of Miami, Fla., H. E. Ross, Clk.—Receives bids September 20 for furnishing pumping equipment complete for pumping station at Fifty-fourth St. and Third Ave.; constructing underground sanitary sewage pumping station; furnishing and laying 1940 ft. of 20 in. and 2670 ft. of 24 in. Redwood pipe; 1940 ft. of 20 in. Universal cast iron pipe; 2670 ft. of 24 in. concrete pipe; 72 ft. of 24 in., 1777 ft. of 24 in., 125 ft. of 24 in., 326 ft. of 24 in., 492 ft. of 24 in., 681 ft. of 24 in. vitrified pipe, various cuts; 75 ft. of 24 in., 35 ft. of 24 in. cast iron pipe; 125 ft. of 15 in., 1186 ft. of 15 in., 890 ft. of 12 in., 449 ft. of 12 in., 650 ft. of 8 in., 859 ft. of 8 in., 556 ft. of 8 in., vitrified pipe, various cuts; 200 ft. of 16 in. cast iron pipe, flexible joints, or 16-in. Universal pipe; 40 standard manholes with 550 lb. frame and cover; 360 ft. of 6 in. vitrified pipe risers; 3390 ft. of 6 in. vitrified pipe or 6 in. extra heavy cast iron pipe house connections; 190 ft. of 8 in. vitrified pipe house connections.

Window Shades.—Board of Awards, F. A. Dolfield, City Register, Baltimore, Md.—Receives bids Sept. 15 for window shades for Police Dept. headquarters building; C. H. Osborne, Chief Bureau of Buildings.

Wire Fence.—U. S. Veterans Bureau, Arlington, Bldg., Washington, D. C.—Receives bids Sept. 21 for 5000 lin. ft. wire fencing with posts set in concrete, wrought iron entrance gates, U. S. Veterans Hospital No. 63.

Wire Glass.—P. R. Green, Contr., 527 N. College Ave., Fayetteville, Ark.—Wants prices on wire glass for \$15,000 store building.

Wire Glass.—M. M. Simmons, 122 Jackson St., Hattiesburg, Miss.—Wants prices on wire glass for \$25,000 residence.

Wire Glass.—O. P. Woodcock, Contr., Main St., Jacksonville, Fla.—Wants prices on wire glass for \$45,000 store and office building.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Wood Stain.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Sept. 13 for 90 qts. wood stain, walnut color, supplied in 1-qt. containers; 45 qts. Perry Point, Md.; 45 qts. Chicago, Ill.

Woodworking Machinery.—Craig Furniture Co., Inc., S. E. Booker, Sec., Martinsville, Va.—Wants all necessary machinery for manufacture of bedroom furniture.

Yarn.—U. S. Veterans Bureau, Washington, D. C.—Receives bids Sept. 13 for hand knitting yarn, knitting worsted and Shetland fleec.

Trade Literature

Two Riley Stoker Bulletins.

Two bulletins published by the Riley Stoker Corporation of Worcester, Mass., are timely. One of these concerns a unit pulverizer, of which it is said: "The Riley Atrita Unit Pulverizer and Riley Burner, a unit system that takes raw coal from the bunker, pulverizes it to a uniform fineness, throughout the life of the wearing elements, with unusually low power consumption, and burns the pulverized coal at continuous high efficiency." The other bulletin describes the Harrington Stoker, which is described as "a forced draft, traveling grate stoker for use with all sizes and kinds of boilers from 200 horsepower up. It burns a wide range of fuels, including bituminous and anthracite coals, lignites and coke breeze." Both bulletins are liberally and accurately illustrated, with complete attention to detail in the pictures, as well as in the reading matter.

Expanding Market for Sheet Steel.

The first article in Volume 2, Number 5, of "Making Markets," issued by the Sheet Steel Trade Extension Committee, Pittsburgh, Pa., is entitled "The Farm Offers Vast Potential Market for Sheet Steel," and the writer thereof, Raymond Olney, secretary of the American Society of Agricultural Engineers, has contributed a valuable amount of information on the subject. Authentic data are given showing what enormous figures represent the use of sheet steel in connection with our farming activities. Another article on page 14, with the caption "Sheet-steel Buildings Proved Real Fire Protection by Bureau of Standards Test," offers definite evidence of the excellence of sheet-steel partitions as fire stops. "Steel Lockers for the Home" is a third contribution that will interest housekeepers.

Sullivan Air Lift Pumping.

The Sullivan Machinery Company, Chicago, has published Bulletin No. 71-I, containing 48 pages and dealing particularly with Sullivan air-lift pumping methods and equipment. Attention is especially directed to the description of an air-made well that appears on pages 5, 6 and 7. Pictures of installations in which this system was employed appear on pages 1, 4, 5, etc. Typical air-lift pumping installations in municipal, railway and industrial service are also described. Layouts showing different combination designs for varying conditions likewise appear. Air-lift performance is featured and instructions for securing well data and for estimates are given in detail.

A Fine Loose-Leaf Folder.

Bigelow, Kent, Willard & Co., Incorporated, Boston, Mass., consulting engineers and accountants, have issued a handsome and artistic loose-leaf folder for preserving their various announcements from time to time. The outside is of imitation seal leather of an attractive shade of brown, with embossed lettering in gold. It is an unusually fine piece of work.

De Laval Pumps at Cleveland.

The exceptionally economical Fairmount Pumping Station at Cleveland, Ohio, is described in a pamphlet just issued by the De Laval Steam Turbine Co. of Trenton, N. J. This station contains eight geared turbine-driven centrifugal pumps, each delivering from 20,000,000 to 75,000,000 gallons daily against heads varying from 86 to 400 feet. The same units also supply large quantities of bleed steam at pressures of 3 to 125 pounds per square inch for heating municipal buildings, residences and business blocks as well as the filtration buildings and the pumping station. Before selecting the type of prime mover to be used, an extensive survey of the economies to be expected from different types was made by L. A. Quayle, chief mechanical engineer of the Department of Public Utilities. The pamphlet outlines the methods and results of this investigation.

Atlantic Terra Cotta in Buildings.

Pictures of a number of handsome buildings in Southern cities adorn Number 9 of Volume VIII of "Atlantic Terra Cotta," which is published by the Atlanta Terra Cotta Company of Atlanta, Ga., this being the Southern branch of the Atlantic Company. Terra cotta made at this plant was used in the construction of all of these buildings, every one of which is attractive and commodious. Prominent among the illustrations is one of the First Baptist Sunday School Building, Dallas, Texas, a fine edifice of seven stories. The Atlanta Terra Cotta Company is one of the oldest factories of its kind and also one of the most modern. Its factory is situated at East Point, Ga., immediately outside of Atlanta, in which city the sales offices are located. A study of the pictures will impress the reader with the advantage of terra cotta in building construction.

"Sealtight," An Expansion Joint.

W. R. Meadows, Inc., Elgin, Ill., manufacturers of "Sealtight, the Perfected Joint," have issued a 16-page booklet concerning their product, which is for use in concrete pavements, curbs, etc. "The importance of the expansion joint cannot be too highly stressed," they say. "Millions of dollars of public money have been invested in concrete roads, an investment which the expansion joint protects." Pictures show how the joint is installed and put in place; also the completed joint in the roadway. Full descriptions accompany the illustrations. This particular joint, it is stated, is a mixture of asphalt and a long, flexible fiber filler rolled and cut to proper dimensions. There are many grades of asphalt, but only one grade, it is said, that is suitable for expansion joints, and this product contains just such an asphalt.

Jones & Laughlin Pocket Compendium.

An unusual volume of useful information for business men, mechanics and engineers has been published by the Jones and Laughlin Steel Corporation, Pittsburgh, Pa. Although this book measures but 3 3/4 inches long and 2 1/4 inches wide, its thickness being only 3/4 of an inch, it has 943 pages and is printed on thin, strong, opaque white paper and is glittered. A neat pocket case of morocco goes with the volume. The broad range of information contained in the book is surprising. Besides a mass of tabular data for use in the steel and other industries, there are first-aid rules, money tables, weights and measures, etc.; in fact, in small space are included sources of information to answer a multitude of inquiries that may arise at any time in the course of the day's work. The price of the book is \$1, and this is the eighteenth edition.

Irving Steel Flooring.

The Irving Iron Works Company, Long Island City, N. Y., have issued a large postal card with pictures showing their new steel flooring with the "curve-line" mesh, which, it is remarked, is the result of 14 years of flooring experience. Advantages claimed for it are less opportunity for dirt to collect, more easily painted, better diffusion of light beneath, better traction surface and more ornamental.

Hockenbury Hotel Financialist.

"The Hockenbury Hotel Financialist" for September reviews some of the hotels financed by the Hockenbury System, Inc., of Harrisburg, Pa. There are many hotels illustrated, including pictures of hotels in the South at Apopka, Palmetto, Fort Myers, Perry, Panama City, Bradenton, Ocala and Lake Wales, Fla.; Johnson City, Tenn.; Greenville, S. C.; Wilkes-Barre, W. Va.; Frederick, Md.; Rock Hill, S. C.; Goldsboro, Concord, Burlington and Durham, N. C.; Henderson, Franklin, Cynthia and Mt. Sterling, Ky.; Sedalia, Mo.; Fayetteville, N. C.; Decatur, Ga.; Virginia Beach, Va.; Macon, Ga.; San Benito, Texas; Savannah, Ga.; Hickory and Elizabeth City, N. C.; Charlottesville, Suffolk, Farmville, Alexandria and Roanoke, Va., and Martinsburg, W. Va.

Diamond Co. Screens and Grilles.

Perforated metal screens and grilles made by the Diamond Manufacturing Company, Wyoming, Pa., are illustrated and described in a booklet. Perforated metal screens are made in all metals and with all sizes of holes, flat or cylindrical, for all industries. Perforated metal grilles are made for public buildings, hotels, office buildings, churches, steamships, homes, etc., in any size or shape of metal. They are not made in standard sizes, but can be made to fit any size or shape of opening, round, square, oblong or triangular. Any metal such as brass, bronze or copper can be used and it can be polished or lacquered, but steel is recommended, as it can be painted to match the color scheme of any room. Invisible handholes and screw holes can be provided if desired. It is claimed that these grilles are cheaper and stronger than cast grilles, besides being artistic and durable.

Book Review

Florida. By Kenneth L. Roberts. Harper & Brothers, New York. Cloth bound. 324 pages. Price \$2.50.

Many of us have read from time to time the humorous magazine articles on Florida written by Kenneth L. Roberts. Mr. Roberts has now presented in book form, written in the same easy humorous-serious style, the facts about Florida which give "a fine colorful picture of one of the great rushes of history." The situation in Florida up to and at the time of the great "boom days" of 1925 is described by Mr. Roberts in a manner that shows the "funny side" of humanity in its efforts to "get rich quick," while at the same time he gives many interesting and undeniable facts regarding the true development of the state and its future. In the past two or three years Florida has been written about and talked about to a greater extent than any other section of the country. It has been denounced and praised, ridiculed and lauded, lied at and about, but if you are seeking to be entertained, amused and enlightened these summer days, read Roberts' new book on Florida.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Some Phases of Life Where There Is Too Much of Alien Stock.

CRADDOCK GOINS, Milwaukee.

I have read with interest Mr. Richard Woods Edmonds' article in a recent issue of the *MANUFACTURERS RECORD* reviewing Gino Speranzo's book, "Alien America," and I am quite in accord with the sentiment of keeping America American.

I should like for you personally to know some of the thoughts I have had on the subject since reaching Milwaukee. The great bulk of the population here, of course, is foreign—largely German, but not wholly German, as many outsiders think. There is a very great population of Polish stock, and then, too, the common-garden variety of aliens of all breeds and strata.

Yet I wonder if any other state in the union, except one with an overwhelming mass of European aliens, could send to office such claptrap politicians as La Follette, Berger Blaine, etc.

During the four years I have lived in Milwaukee I never have quite reconciled myself to the situation of seeing, day after day, so many strange racial strains. On virtually every countenance I see expressions and characteristics far from what one would expect of an American city. I hear foreign languages spoken, see evidences of contempt for American thought and traditions, read picnic announcements in saloon windows, the words being in German or some other tongue. I have heard German women bemoaning the fact that one of their girl friends married a boy of old American stock, expressing disappointment that she did not pick out a nice "Cherman lad, as de Americans are no goot."

Just a few doors from my company's factory one day I encountered a lad of about 14, and asked him a question. He gave me a blank, stolid stare and then shook his head, saying, "No speek English; you speek Cherman?"

Throughout Wisconsin there are colonies of Swiss (particularly in southern Wisconsin), Swedes, Danes, Hollanders, etc. The population of this section around Wisconsin, Minnesota, parts of Iowa and the Dakotas is overwhelmingly of alien stock. An older friend of mine told me of seeing these people sweep over the Middle West some years ago, bringing their old customs, languages and living habits along with them, wooden shoes and all—just the humblest of European peasant stock.

Is it any wonder, then, that politics in this part of the country is radical, radical at the core and utterly opposed to all American traditions? For what sympathy could these people have for the labors of American patriots in building the country of their dreams?

It reminds me of the story of the tail wagging the dog. That is the trouble in Wisconsin. Some people whose thoughts are un-American, some people who make up the sandstone scrapplings of European rabble, feel that they have the right to change the structure of our nation, warp and woof, to suit their own thoughts, though the structure of this beautiful nature was fashioned by the noblest and finest stock of patriots that ever drew breath.

It stands to reason that two classes of people come to America—on one hand, the class that is really and truly American in heart and principle, with a deep desire to go to a land where all men have equal chances. On the other hand, there is a stock that was no good in Europe, with no particular ambitions or ideals—a wholly undesirable class in their own countries. Their own countries were glad to get

rid of these troublemakers—and have some more they want to palm off on us. They wish to make America accept the responsibility for a dangerous citizen. They expect too much of us when they think we can take them by the tens of thousands and assimilate them into our national life overnight.

Just so long as we continue to let the type of loud-mouthed, un-American persons come to our shores, just so long will we have the condition of the tail wagging the dog.

Spectacular politics does not represent the wishes of the best people of Wisconsin, the real Wisconsin stock; it comes from the organized alien hordes who do not care for American institutions.

Some months ago my firm received a visit from P. B. Tustin of United Dairies, Ltd., London, and during the course of an interview with me, Mr. Tustin chanced to speak of some American farm boys and girls who previously had visited England. "I want to tell you that those farm boys and girls were the best ambassadors your country ever sent to England," he said, pointedly but in genuine admiration for the young visitors.

"In other words, Mr. Tustin," I replied, "you don't think much of American statesmen and American tourists."

"Exactly," was the reply.

Then, as though to ease my feelings, he shrugged, smiled and said, "Well, I suppose you don't think much of some Englishmen who come to America, either, do you?"

Despite the great disappointment that comes to every American upon hearing his country and his fellow-citizens spoken of in ridicule—despite my wish to reply most bitterly that I had no love for Englishmen or Europeans of any kind—just common honesty made me answer in the negative.

"No, Mr. Tustin," I said. "I must confess that I know nothing unpleasant of any Englishman visiting our country. Every Englishman and Englishwoman I ever have met has been a lady or a gentleman. We treat them as ladies and gentlemen, bestow upon them the hospitality to which ladies and gentlemen are entitled in our homes, and when they go back to England none of us writes a series of articles for the newspapers on how little we think of England and English people. There are no George Bernard Shaws in America."

We have opened our doors to all the riffraff of the world, people of no background in their own country, people of no high breeding; they have come to us as the raw material for the production of a type of mankind higher than their own countries could make of them. It was a very big job that the world asked of us. I know of no other nation in the world that would be so good natured in letting this class pour into their country for so many years as good old, kindly, amiable, hospitable, simple, tolerant Uncle Sam has permitted.

Ours is a country that never bore arms except in the cause of humanity, a country that never fired a shot for selfish conquests, a country that never had the slightest wish to take something undeservedly from somebody else. Yet we have gained the world-wide reputation of being money-grabbers, sordid, soulless people with thoughts only of money and mechanical things. This despite the fact that thousands of little white crosses today raise their gentle heads against the skies over Flanders' fields and mark the places where sleep some of America's finest young manhood sent to Europe to fight for humanity.

In Milwaukee I stopped one evening, on my way home, at a small, out-of-the-way barber shop. The place did not look so nice, but I was tired, the hour was late and the weather extremely bad—rather, it was normal weather, for extremely bad weather is normal in Wisconsin.

While waiting for the one barber in the shop to get ready for me, I heard him talking, with a very broken accent, about certain conditions in this country. When he finished paying his respects to the President of the United States, the

law-making bodies and the Federal judges, he launched upon American laws in particular. I stood it as long as I could, and looking on his table I saw a copy of a magazine. The name of it was "Red Russia," or something like that. So I blurted out that if he were a Bolshevik, why in the name of reason didn't he stay where he was before coming to America. He shrugged his shoulders, smiled and said he could do better here. His children had more opportunities. He could make more money and live on a higher plane than in Europe, with more conveniences, facilities, etc., and with more privileges.

Yet he was the man who was trying to tell how to make over this country!

Then, recognizing my Southern accent, he launched forth upon a career of tirade against the South and Southern people, declaring them to be barbarians and hill-men. When this charge was heatedly denied, he shrugged his shoulders and declared that he was pretty sure of himself, for he had read all about the South and Southern people in American newspapers, and, of course, newspapers don't misrepresent things. I explained to him that I happened to be a newspaper man myself and that no one was a more ardent defender of newspaper ethics than myself, but I did happen to know that some newspapers would misrepresent things, and that some of them felt they had particular license to hold up the people of the South to the ridicule of the nation, regardless of whether they told the truth or not.

Almost inevitably I have found that prejudice against the Southern people comes most largely from the un-American riffraff that comes here from Europe, and starts to work to tear down what finer and nobler men spent centuries in building up. There is largely an answer to the question of prejudice against the South, for these people could not possibly like a section of the country that stands so staunchly, so loyally, so unflinchingly for the best in American traditions and institutions.

One day, in bitter cold weather, with a blizzard on—normal weather for Milwaukee, you know—I happened to be walking down the street. Four men were just ahead. The snow was piled high along the sides of the street. All of us were walking with heads down to keep the snow from driving into our faces. Suddenly the man farthest ahead stumbled to one side of the sidewalk, swayed and reeled for a moment and then sprawled at full length across the snowbank, half of his body in the street. One man gave him a sidelong look and kept going. The others did not even look, did not even pause. Instinctively I reached down and helped the poor wretch to his feet. His story was easy to read. He was an elderly Swede. He had worked hard all of his life, at the sort of work up here that negroes do down South. The work and the cold weather had snapped his strength; in old age he was through. To this day I never have forgiven myself for not seeing this man all the way home. He got across the street all right and I saw him on a street car. I hope he made the rest of the journey in safety.

But I could not understand why it was that no one else showed any interest in this poor old human wreck.

One day I was sitting in a German delicatessen store. The proprietor of the store, recognizing my accent, said, "Ach, mine Gott, I couldn't think of living in dat awful country down South. Dose people are so wild and unlawful—so hard-hearted and snobbish—what you call it?—bigoted. You have no sympathy for the common man. Your aristaweracy care nothing for poor people."

Thoroughly angered by this unjust, idiotically unfair charge, I launched into a recital of what happened when the poor old Swede sprawled on the sidewalk in the snow one day and nobody raised a hand to help him.

He shrugged his shoulders—a thing that most Europeans

do, as most of them can speak English with their shoulders much better than with their mouths. Then he said, "Ach, dot's easy to unnerstan'. Dose people weren't hard-hearted—dose people vot didnt stop, dey was just in a hurry, and maybe didn't know de feller; he didn't mean anyting for dem. Anyhow, people who come to America from odder countries soon learn it's efery man for himself. Dey possibly was goot people—kind-hearted people. Dey just knew somebody would come along and take care of dot poor feller; dey was in a hurry. No doubt. Not so?"

I replied that I hoped to high heaven that the time never would come in this great nation, which I love, when people will be so much in a hurry that they won't have time to reach down and pull to his feet a fallen fellow—whether they know him or not, whether he is black or white, whether he belongs to the so-called aristocracy or is just a common man.

Sitting in the dining room of one of the leading hotels of Milwaukee one evening with a lady who means much to me, I listened to some observations from a gentleman of Norwegian birth, who was visiting me.

He cast his eyes about the floor where many fine-looking boys and girls were dancing.

"I have more respect for those young people," said my Norwegian friend, "than I have for your Southern aristocracy." Somewhat nettled to have an uncalled-for subject of this kind introduced, I asked what he meant. He explained:

"These people are from the poorest and the humblest of European immigrants—boys and girls whose grandmothers were scrubwomen and milk maids, whose grandfathers were porters, bellboys, section hands, farm hands, and so forth. They have come up from the ranks; they have bred a higher race."

I leaned forward eagerly and pointed out some thoughts of my own in this wise:

For many years Southern people have been accused of placing too much importance upon ancestors, family trees, etc. We have been ridiculed for so often speaking of Grandfather Jones, who was with Lee in the Army of northern Virginia; of Great Uncle Tom, who represented the seventh district for three consecutive terms, and so on.

And yet here we have concrete evidence of the importance of one's taking pride in family stock, the importance of striving for a finer and a nobler race of children to come. But we can't have this finer race if American strains are to be mixed, year after year, with more hordes of heterogenous peoples of most every land.

In Wisconsin and surrounding states we have a wonderful dairying industry. It was built up by breeding better stock year after year. Nowhere will you find more pride in cow ancestry than in this state. She was a daughter of such a sire, a granddaughter of such and such a dam. The owner will proudly call off all of the cow's family branches.

In heaven's name, let us show the same pride in our own family life—in our own human life! Let us be just as eager to see our own race of American people improved year after year. No reputable owner of fine dairy cattle would think of introducing scrub stock into his herd! He would get out a shotgun if any man were to suggest carrying a scrub bull to his pastures.

Then let us fight to keep out the human scrubs, the riffraff, rabble and human refuse of Europe.

I am just passing along these thoughts to you, with the idea that they might be of some interest to you, not with the idea of publication. I felt that you would be interested in some of the first-hand experiences I have had in a city with so large a bulk of people of alien stock.

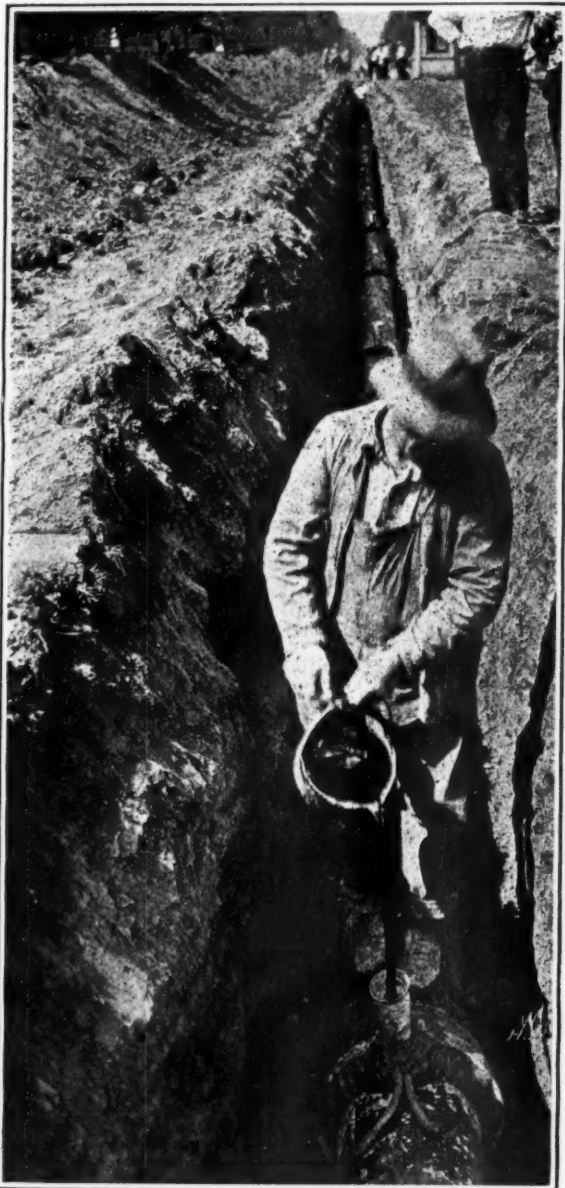
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FINANCIAL NEWS

Bond Issues Proposed

Ala., Midland City—Water Works—City, A. G. Hudgens, Mayor, will call election soon on \$10,000 bonds.

Ala., Mobile—Reimbursement—City voted \$500,000 4½% bonds. Address City Clk.*

Ala., Mobile—Reimbursement—City Comm. receives bids Sept. 14 for \$500,000 4½% bonds.*

D. C., Washington—Water Works—Washington Suburban Sanitary Comm., T. Howard Duckett, Chmn., Evans Bldg., 1420 New York Ave., receives bids September 10 for \$250,000 4½% Series "N" bonds.

Fla., Inverness—Road—Citrus County Commrs. rejected bids for \$700,000 6% \$1000 denom. bonds.*

Fla., Jacksonville—Paving—City Comm. approved \$900,000 bond issue.

Fla., Miami—Road-Bridge—Dade County voted \$2,900,000 bonds. Address Dade County Commrs.*

Fla., Northwood, West Palm Beach—Paving—City, Oley Bonar, City Commr., plans bond issue.

Fla., Sarasota—Sarasota County Commrs., O. E. Roesch, Clk., receives bids Sept. 27 for \$1,411,000 6% \$1000 denom. bonds; \$1,361,000 highway; \$50,000 courthouse.

Fla., St. Petersburg—Street—City, S. S. Martin, Director of Finance, will call election October 12 on \$490,000 bonds.

Fla., Tavares—Road, Bridge—Lake County Commrs., T. C. Smyth, Clk., receives bids Sept. 20 for \$250,000 6% \$1000 denom. Special Road and Bridge Dist. No. 9 bonds; \$200,000 6% \$1000 Special Road and Bridge Dist. No. 8 bonds.

Fla., Tavares—Waterway System—Upper Oklawaha Navigation Commrs., Judge E. M. Talley, Chmn., plan bond issue.

Fla., Tavares—School—Lake County Board of Public Instruction, D. H. Moore, Sec., receives bids Sept. 13 for \$30,000 6% Special Tax School Dist. No. 5 bonds.

Fla., Tavares—School—Lake County Commrs. will call election Sept. 14 on \$35,000 6% Special Tax School Dist. No. 26 J. & J. bonds. Address Pres. Board of Public Instruction.

Fla., Vero Beach—Municipal Improvement—City, H. G. Redstone, Clk., rejected bids for \$150,000 6% \$1000 denom. bonds.*

Fla., West Palm Beach—School—Palm Beach County Board of Education, Joe A. Youngblood, Supt., will call election Sept. 20 on \$80,000 Dist. No. 9 bonds.

Fla., Winter Garden—Sewer, Electric Light and Water Plant, Water Mains—City voted \$65,000 bonds. Address City Clk.

Ga., Fort Valley—School—Board of Trustees, Fort Valley Consolidated School Dist., C. L. Shepard, Atty., receives bids Sept. 15 for \$180,000 5% bonds.*

Ga., Savannah—Municipal Improvement—City, Mayor Hull, receives bids Sept. 14 for \$2,000,000 bonds.*

Ky., Danville—Road—Bridge—Boyle County, W. Logan Wood, Judge, voted \$100,000 bonds.*

Ky., Franklin—Filtration Plant—City may vote Nov. 22 on \$50,000 bonds. Address City Clk.

Ky., Lexington—Park—City Commrs., Mayor Yancy, may call election Nov. 2 on \$200,000 bonds.

La., Lafayette—Drainage—Board of Drainage Commrs. of Vatican Gravity Drainage Dist. No. 3, Lafayette Parish, G. J. Melchior, Pres., will call election Sept. 21 on \$20,000 6% bonds.

La., Lake Charles—Drainage—Commrs. of Gravity Drainage Dist. No. 1, Calcasieu and Jeff Davis Parishes, rejected bids for \$125,000 bonds.*

La., Baton Rouge—Road—East Baton Rouge Police Jury, F. A. Woods, Sec., receives bids Sept. 14 for \$22,000 6% \$1000 denom. Sub-Road Dist. No. 1 of Road Dist. No. 2, Third Ward bonds.*

La., Bossier City—Building and Site—Town, John Birdwell, Clk., receives bids Sept. 24 for \$50,000 6% \$500 denom. bonds.

La., New Orleans—City, T. S. Walmsley, Commr. of Public Finances, receives bids Sept. 15 for \$1,199,700 bonds; \$1,086,000, permanent paving; \$113,700, temporary surfacing certificates.

La., Winnfield—School—Winn Parish School, D. E. Sikes, Sec., receives bids Sept. 11 for \$35,000 5% Dodson School Dist. bonds.

Miss., Hernando—School—City voted \$100,000 bonds. Address Pres. Board of Education.

Miss., Natchez—School—Board of Aldermen will call election Sept. 21 on \$250,000 bonds.

Mo., Cape Girardeau—Indebtedness—City, James A. Barks, Mayor, plans \$30,000 6% \$1000 denom. bond issue.

Mo., Excelsior Springs—Land—City votes Sept. 21 on \$28,000 bonds. Address City Clk.

Mo., Jefferson City—City will sell Sept. 15 at public auction \$209,500 4½% \$1000 denom. bonds. Address City Clk.

Mo., Neosho—Water Works, Park—City voted \$35,000 bonds. Address The Mayor.

Mo., Princeton—Water Works—Town, J. A. Thompson, Mayor, defeated \$37,000 bond issue.*

N. C., Asheboro—Municipal Improvement—Town receives bids Sept. 14 for \$309,000 6% bonds; \$101,000, water and sewer improvement; \$208,000, street and sidewalk paving. Address Town Clk.

N. C., Waynesville—County Hospital—Haywood County, C. F. Kirkpatrick, Register of Deeds, receives bids Sept. 20 for \$100,000 5% \$1000 denom. bonds.

S. C., Laurens—Road Loan—Laurens County voted \$500,000 bonds. Address County Commrs.*

Tenn., Columbia—Paving—City defeated \$17,500 bond issue. Address Board of Aldermen.*

Tex., Corpus Christi—Municipal Improvement—City plans \$200,000 bond issue: \$100,000, street improvement; \$50,000, sewer extension; \$50,000, water works improvement. Address City Clk.*

Tex., Cuero—Road—DeWitt County, Stanley Kulawik, County Judge, plans \$340,000 bond issue.

Tex., Dallas—School—City contemplates voting April, 1927, on \$2,000,000 bonds. Address School Board.

Tex., Denton—City Hall, Bridges—City Comm. will call election soon on \$125,000 bonds; \$100,000, city hall; \$25,000, bridges.

Tex., Estelline—Water, Sewer—City, Curry Greene, Mayor, will call election September 18 on \$75,000 bonds; Morrison & Hasie, Engrs., 1225 Athletic Club Bldg., Dallas.

Tex., Hale Center—Water Works—City, Dan Gandy, Sec., votes Sept. 15 on \$45,000 6% bonds; Walter T. Leonard, Mayor.

Tex., Harlingen—Municipal Improvement—City, S. Finley Ewing, Mayor, will call election soon on \$250,000 bonds for streets, sewers, fire plugs, water mains, etc.*

Tex., Lockhart—Road—Caldwell County votes Sept. 11 on \$50,000 5½% bonds. Address County Commrs.

Tex., Pharr—Indebtedness, etc.—City voted \$125,000 bonds. Address City Clk.

Tex., Raymondville—Sewer System, Sewage Disposal Plant—City, M. H. Dreyer, Mayor, will call election Sept. 28 on \$50,000 bonds; J. E. Johnson, City Engr.

Tex., Sebastian—School—Sebastian School Dist. voted \$30,000 bonds; J. H. Proffitt, Clk., Board of Education.*

Tex., Vernon—Park—City Comm. will call election on \$18,500 bonds.

Bond Issues Sold

Ark., Searcy—Paving—City sold \$150,000 5% bonds to Merchants and Planters Title & Investment Co., Pine Bluff.

Fla., Fort Myers—General Improvement—City, C. P. Staley, Mgr., sold \$875,000 of \$1,750,000 bonds to C. W. McNear & Co., 76 W. Monroe St., Chicago; will sell other half April 15, 1927.

Fla., Kissimmee—Road—Osceola County Commrs. sold \$1,000,000 of \$2,000,000 bonds jointly to C. W. McNear & Co., 76 W. Monroe St., and B. J. Van Ingen & Co., 231 S. La Salle St., both Chicago, Ill.*

Fla., Pensacola—Municipal Improvement—City, J. H. Bayliss, Mayor, sold \$260,000 bonds to Wright-Warlow Co., State Bank Bldg., Orlando, at \$260,575.*

Fla., Tampa—Highway—Hillsborough County Commrs., W. A. Dickenson, Clk., sold \$310,000 5½% \$1000 denom. bonds jointly to Citi-

zens Bank & Trust Co., Harris-Forbes & Co., 56 William St., and Bankers Trust Co., 16 Wall St., New York City, at premium of \$988.90.*

Fla., West Palm Beach—School—Palm Beach County Commrs. sold \$150,000 School Dist. No. 5 bonds to Prudden & Co., Home Bank Bldg., Toledo, Ohio, at par and premium of \$1020.

Fla., Wildwood—School—City, Dr. C. L. Carter, Mayor, sold \$50,000 bonds to John P. Lavin & Co., 134 S. LaSalle St., Chicago, Ill.*

Md., Hagerstown—City sold \$150,000 4½% municipal market house and \$80,000 4½% street bonds to Strother, Brogden & Co., Baltimore.*

Miss., Biloxi—Municipal Improvement—City, John J. Kennedy, Mayor, sold \$230,000 5½% bonds to Caldwell & Co., Nashville, Tenn., at premium of \$500.*

Miss., Meridian—Municipal Improvement—City, W. H. White, Clk.-Treas., sold \$125,000 bonds to Meridian Finance Corp., Meridian.*

Miss., Natchez—Water Works—City, John F. Jenkins, Clk., sold \$40,000 bonds to City Bank & Trust Co., Natchez, at par, accrued 5% sewer and \$100,000 5½% street paving interest and premium of \$300.*

N. C., East Flat Rock—Water Works—Board of Commrs., A. O. Jones, Clk., sold \$50,000 5½% bonds to Stranahan, Harris & Oatis, Inc., Spitzer Bldg., Toledo, Ohio, at \$50.045 and accrued interest.

N. C., Rockwell—Street—City sold \$18,000 6% coupon bonds to Spitzer, Rorick & Co., Nicholas Bldg., Toledo, Ohio, at premium of \$27.

N. C., Wendell—Street—City sold \$15,000 6% bonds to W. L. Slayton & Co., Dime Bank Bldg., Toledo, Ohio, at premium of \$200.

Okla., Ponca City—School—City sold \$195,000 4½% bonds to L. H. Wentz at par, accrued interest and \$600 bonus.

Tex., San Angelo—Road—R. J. Edwards, Inc., First Natl. Bank Bldg., Oklahoma City, will purchase \$500,000 Tom Green County's bonds at par, accrued interest and premium of \$11,600.

Building and Loan Associations

Ky., Covington—Centennial Perpetual Building & Loan Assn. will increase capital \$200,000 to \$400,000.

Ky., Harlan—Harlan Building & Loan Assn. plans increasing capital \$500,000 to \$750,000.

Ky., Lexington—Peoples Savings Fund & Building Assn. increased capital \$300,000 to \$500,000.

Md., Baltimore—Merko Building & Loan Assn., Inc., 110 E. Lexington St., capital \$200,000, incorporated; Julius G. Mervis.

New Financial Corporations

Ark., Ozark—First Natl. Bank of Ozark, Masonic Temple Bldg., capital \$25,000, organized; E. D. Hall, Pres.*

Fla., Homestead—Citizens Bank of Homestead plans reopening; Edward Stilling, Pres.

Ga., Montezuma—Montezuma Banking Co., capital \$50,000, incorporated; J. L. Harrison, M. McKenzie.

Mo., Morehouse—Morehouse Trust Co., capital \$50,000, chartered; T. G. Blackwell, Morehouse; S. B. Hunter, Cape Girardeau; acquired Bank of Morehouse and People's Bank.

N. C., Greensboro—Clarence W. and Gurney E. Hood interested in establishing Hood System Industrial Bank of Greensboro, with \$200,000 capital.

N. C., Greensboro—Piedmont Industrial Bank of Greensboro, capital \$500,000, chartered; John W. Simpson, 515 N. Elm St.

Tex., Center—Shelby County Investment Co., capital \$20,000, incorporated; R. S. Sanders, C. C. Locke.

Tex., Joaquin—Texas State Bank, organized; Luke Motley, Pres.; J. S. Motley, Cashier.

W. Va., Fairmont—Fairmont Finance Corp., capital \$100,000, organized; Glenn F. Barnes, 307 First St.

Wood & Huston Bank, L. D. Murrell Pres., Marshall, Mo., absorbed Napton Stock Bank, Napton, Mo., O. J. Watts, Pres.

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Little Rock, Ark.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

To Increase Use of Small Hard Coal.

President Wm. D. Craven, at the first meeting of the National Anthracite Burning Equipment Association, held in New York August 14, said: "We have organized for the purpose of mutual benefit of all members and those interested in promoting the use of small-size anthracite coal, to expedite proper equipment and to co-operate in every legitimate way to give publicity to this cause. Our membership embraces some very important component parts, as under the various headings we have grates, motors, blowers, automatic controls, boilers, stokers and the anthracite coal interests. Our field of operation will be active wherever anthracite coal is used. Our endeavors can best be covered in planning activities to carry an additional campaign to the public and the local coal dealer and in various ways fulfil a growing demand in educating the public in the use of small-size anthracite coal." The association's office is at 29 Broadway, New York. F. G. James is secretary.

Aerocrete a New Cement Building Material.

A method of rendering concrete walls more highly resistant to heat and moisture has been developed in Sweden and is finding favor in Europe. The new method, devised by K. P. Billner, produces a sort of concrete sponge or foam, the bubbles that appear all through the mass being caused by the liberation, by chemical action throughout the liquid concrete, of a gas. The bubble-filled mass of concrete, known as Aerocrete, has, it is said, two advantages over the solid concrete blocks; first, lightness; second, insulating quality as to both heat and sound. The strength of Aerocrete varies inversely as the lightness and heat-resisting quality being dependent on the thickness of the walls between the bubbles. The size and number of bubbles permissible must, therefore, be controlled by the use to which the Aerocrete is to be put.

Youngstown Base Price Change.

The Youngstown Sheet and Tube Company of Youngstown, Ohio, has sent out announcements saying: "Effective September 1, 1926, we shall change our practice in selling black and galvanized sheets. Instead of using the price of No. 28 gauge as the base price, we shall hereafter make our price for No. 24 gauge our base price. We have adopted this plan because the average gauge of all the black and galvanized sheets that we roll is about No. 24 gauge. * * * This change will apply to one-pass cold-rolled black sheets and galvanized sheets. Our base gauge and differentials for blue annealed sheets remain unchanged." A card shows additions or deductions—as the case may be—from the base price.

New Office Opened in Chicago.

Walter-Wallingford & Co. of Cincinnati, handling pig-iron, coke and alloys, who on July 1 closed their Chicago office, in the McCormick Building, have opened another office in that city, the address being 1442 Straus Building, 310 South Michigan avenue, Chicago. T. L. Wilson will be in charge, with E. R. Stant and B. A. Patch as associates. All are men of experience.

York Ice and Refrigerating Sales.

The York Manufacturing Company, York, Pa., reports from July 30 to August 30 a total of 262 sales and installations of its ice-making and refrigerating apparatus, of which 89 were in the South at various places, including Birmingham, Opelika and Tallahassee, Ala.; Ashdown, Fort Smith and Ashdown, Ark.; Deland, East Palatka, Fort Lauderdale, Miami Beach, New Port Richey, Oldsmar, Orlando, St. Petersburg, Sarasota and West Palm Beach, Fla.; Athens and Atlanta, Ga.; Greenwood, Natchitoches, New Orleans, Shreveport and Violet, La.; Baltimore and Belair, Md.; Corinth, Taylorville and Tupelo, Miss.; Adrian, Clayton, Dwyer, Kansas City, Springfield, St. Louis, Troy and Ulrich, Mo.; Asheville, Goldsboro and Shelby, N. C.; Blackwell, Crescent, Enid, Salina and Tulsa, Okla.; Columbia, S. C.; Johnson City and Knoxville, Tenn.; Center, Dallas, Egypt, El Paso, Fort Worth, Groveton, Harlingen, Houston, Jasper, Madisonville, Magasco, Marshall, Needville, Palestine, Quanah, Red Oak, Somerville and Vernon, Texas; Lynchburg, Norton, Richmond and Warrenton, Va.; Chester, Grafton and Huntington, W. Va. At several cities two or more sales and installations were made; for instance, in St. Louis there were ten.

Increasing Business Compelled Enlargement.

The Kirk & Blum Manufacturing Company, Cincinnati, Ohio, designing engineers and manufacturers of pneumatic dust collecting ventilating and conveying systems, announce the doubling of their plant facilities through the purchase of an adjoining factory. The need for larger space has arisen principally through the development of their "contract manufacturing" department, which is handling production of sheet-metal parts for many manufacturers in both the North and the South. This contract manufacturing includes the production of such articles as parts for refrigerators, wall safes, commercial truck bodies, washing machines, etc.; in several instances the plant is manufacturing the product completely assembled. The increased space enables the firm to improve methods of production, enhance efficiency, broaden their service and also enlarge their group of customers.

Chain Belt Representatives Appointed.

Peter Verhey, for many years identified with the construction industry, has been appointed Southern district manager for the Chain Belt Company, Milwaukee, conducting sales and distribution of the company's line of Rex concrete mixers and pavers, with headquarters at Atlanta, Ga. The company has also appointed George E. Coursey and E. E. Elsey as its special representatives in southern Ohio, southeastern Indiana and eastern Kentucky. The firm of George E. Coursey is located at 701 Union Central Building, Cincinnati, Ohio.

Secretary Elected.

Chas. C. Schnatterbeck, formerly connected with the Baltimore & Ohio Railroad, a specialist in the liquidation claims division of the United States Railroad Administration, has been elected secretary of the Florida Title Insurance Company, with headquarters at Miami, Fla.

Reading Branch at Kansas City.

O. R. Lane, who until recently assisted F. W. Deppe in the administration of the affairs of the Reading Iron Company of Reading, Pa., in the St. Louis territory, has opened an office for the company in Kansas City, Mo. Mr. Lane's Kansas City address is 721 Pioneer Trust Building.

H. C. Beckwith Resigns.

H. C. Beckwith, for 11 years general manager of the Byers Machine Company, Ravenna, Ohio, has tendered his resignation, and in December will relinquish his executive duties and make his home in California. He will, however, retain an official connection with the company as vice-president and will serve in an advisory capacity.

Appointment.

Frank B. Ungar, for many years Chicago representative for the Ludlow-Saylor Wire Company of St. Louis, manufacturers of wire cloth and woven wire screens, has been transferred to the general offices of the company in St. Louis and is appointed assistant to the general manager of sales. He has been connected with the sales department of the company for 26 years and is known to industrial buyers and operating men throughout the country.

Quarter Century Service Medal Awarded.

George E. Cullinan, now vice-president in charge of merchandising and sales of the Graybar Electric Company, New York city, has been presented with the gold and blue service medal of his company emblematic of 25 years' service with the Western Electric and Graybar Electric companies. His first work with the Western Electric Company was in the statistical department. In 1905 he was placed in charge of all shipping and receiving at the New York factory. He became the St. Louis sales manager in 1909 and manager in 1910. In 1923 he was general sales manager.

Hadfield-Penfield Equipment on Big Job.

In building the new stadium for the new high school of Akron, Ohio, it was found that the most suitable site involved a 90,000-yard earth-moving job. George Wrlay secured the contract, and in arranging to move the earth he bought six Cletracs and 18 H-P Du Pat Wheel Scrapers of one yard capacity each made by the Hadfield-Penfield Steel Company, Bucyrus, Ohio. This equipment was put on the job and immediately attracted attention because of the successful way in which it performed. The fleet easily moves from 1800 to 2000 yards every 24 hours, the distance of the haul being 1500 feet.

National Steel Fabrics for Highways.

The National Steel Fabric Company, Pittsburgh, Pa., received an order for 10 carloads of electrically welded steel fabric manufactured from cold-drawn steel wire for concrete highway reinforcement on the White Horse Pike across the state of New Jersey between Philadelphia, Camden and Atlantic City. This is just part of one order from the Comerford Construction Company of Philadelphia, one of the two firms which have contracts for widening the road, which now varies from 18 to 20 feet wide; when the improvement is completed the road will be 40 feet wide. The present job covers 37 of the 60 miles of distance between the cities. For the 37 miles 63 carloads of the steel fabric will be needed. The same contractors have already given an order to the same manufacturers for 34 more carloads.

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- ☐ Automobile Work
- ☐ Airplane Engines
- ☐ Navigation
- ☐ Agriculture and Poultry
- ☐ Mathematics

Name.....

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Present Position.....

Canadian address—International Correspondence Schools Canadian, Limited, Montreal



PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close September 30, 1926.

UNITED STATES DEPARTMENT OF THE INTERIOR, Office of the Secretary, Washington, D. C., September 4, 1926. SEALED PROPOSALS (in duplicate) will be received at the Department until 2 o'clock P. M. Thursday, September 30, 1926, for the construction, equipment and furnishing of building for the Medical School, Howard University, at Washington, D. C., in accordance with drawings and specifications, copies of which, with form of proposal, may be had on application to the Department. A certified check in the sum of \$100 will be required as a guaranty for the safe return of the plans loaned. The right is reserved to reject any or all bids, waive technical defects, accept one part and reject the other, as the interest of the Government may require. Proposals must be securely enveloped, marked on exterior of envelope "Proposals for construction, equipment and furnishing the Medical School Building, Howard University," and be addressed to the Secretary of the Interior, Washington, D. C. E. C. Finney, First Assistant Secretary of the Interior.

Bids close September 27, 1926.

\$92,000 6% Municipal Bonds

The Town Council of the Town of De Funiak Springs, Florida, will receive sealed proposals at the office of the Clerk of said Town on or before 12 o'clock noon, September 27, 1926, for the purchase of all or any part of \$92,000 of municipal bonds for Street Paving; \$5,000 Park Improvement, and \$24,000 Town Hall. Bonds to be dated January 1, 1926, bearing interest at 6 per cent., payable semi-annually. A certified or local cashier's check of 5 per cent of the amount of bonds bid for, payable to the Town of De Funiak Springs, Florida, to insure payment if bid is accepted, must accompany each bid.

All bids shall be filed with the Town Clerk. The Town Council reserves the right to reject any and all bids. Approving opinion of recognized bond attorneys as to the validity of bonds will be furnished successful bidder. For further information address

E. L. TOWNSEND,

Mayor,

D. STUART GILLIS,

City Attorney,

De Funiak Springs, Florida.

Bids close September 21, 1926.

Bridge

Bastrop, La.

Sealed proposals will be received by the Police Jury of Morehouse Parish at Bastrop, La., up to 10 A. M. Tuesday, September 21, 1926, and at that time and place be publicly opened and read for the construction of the following bridge over Bayou Bartholomew:

Project No. 99 at Point Pleasant, two miles west of Bastrop, La.; total length 593 feet, consisting of 493 feet of creosoted timber approaches and a 100-foot steel span through truss superstructure, ten-ton capacity, providing a 16-foot roadway with creosoted timber floor joists.

Creosoted and untreated bridge lumber and piling will be furnished by the parish f. o. b. siding at Bastrop, La., on the Missouri Pacific Railroad, and steel structure will be furnished in place complete by the contractor.

Information as to location, character of work, extent of time, class of material, terms of payment, regulations governing manner of submitting proposals and executing contract may, on application, be obtained at the office of Parish Engineer at Bastrop, La.

J. LESTER WHITE,

Parish Engineer.

J. W. BRODNAX,

President Police Jury.

Bids close September 21, 1926.

TREASURY DEPARTMENT, office of the Supervising Architect, Washington, D. C., August 31, 1926. SEALED PROPOSALS will be opened in this office at 3 P. M. September 21, 1926, for remodeling and enlarging the United States Post Office building at Durham, N. C. Drawings and specifications may be obtained from the Custodian at Durham, N. C., or from this office, in the discretion of the Supervising Architect, Jas. A. Wetmore, Acting Supervising Architect.

Bids close September 21, 1926.

Additions to Bridge

DEPARTMENT OF PUBLIC WORKS

STATE OF MARYLAND

STATE ROADS COMMISSION

NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building addition to a bridge as follows:

Harford County, Contract No. H-50—Additional upper deck throughout existing highway bridge over Susquehanna River at Havre de Grace, together with all the necessary changes in approach grades, new approach spans, lowering of existing end spans, changes in operation of swing span, etc. Total length of bridge about 3560 lin. ft., including new approach spans, 16 ft. 0 in. c. to c. trusses.

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 21st day of September, 1926, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 4th day of September, 1926.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close September 14, 1926.

Bridge

Stuart, Fla.

Sealed proposals will be received by the Board of County Commissioners of Martin County, Florida, at the Court House at Stuart, Florida, until 10 A. M. September 14, 1926, for furnishing all necessary materials, constructing and erecting complete the substructure, fenders, superstructure of a swing span, substructure and superstructure of eight (8) eighty (80) foot fixed pony spans, approach, concrete slab and pile bulkhead or treated timber interlocking pile bulkhead and hydraulic fill for a bridge across the South Fork of the St. Lucie River at Stuart, Fla.

General location, plan and profile on file in the County Engineer's office at Stuart, Fla.

All proposals must be accompanied with full general plan stress sheets, section sheet and complete specifications for each unit of construction. Bidders will also be required to furnish typical detail plans and sections showing fully the form of all essential details of span member connections; detail of machinery and bearings, type of bearings and detail of construction of operating mechanism. Failure to comply with these requirements will be considered as sufficient grounds for rejecting proposals.

Proposal to be made lump sum, accompanied with certified check in the amount of 2% of the amount of bid. Check to be made payable or endorsed to chairman of

Board of County Commissioners of Martin County, Florida, same to be forfeited to Martin County if bidder fails to enter into contract and make bond for the work if awarded to him or them. A bond will be required of the successful bidder, such bond to be a bond with a reputable and responsible security company as surety and written by a company or companies having as agents resident citizens of Martin County, Florida.

The Board of Commissioners reserves the right to reject any and all bids or to award the contract in the best interests of Martin County.

H. N. GAINES, Chairman.

Attest:

J. R. POMEROY,

County Clerk.

E. H. GIBSON,

County Engineer.

Bids close September 17, 1926.

Road Construction

Fontana, N. C.

The Board of Commissioners of Forney Creek Road District, Swain County, North Carolina, will receive bids at their office at Fontana, North Carolina, until 2 P. M. September 17, 1926, for the furnishing of labor, materials and equipment for the completion of approximately twenty (20) miles of sixteen-foot roadway on the Asheville-Bryson City, Maryville-Knoxville Highway between Hazel Creek at the present highway crossing near Proctor, and the Tennessee State Line at the Deals Gap near Tapoca.

A certified check on a solvent North Carolina bank or a bidder's bond issued by a company duly authorized and licensed by the State of North Carolina, in an amount of (\$2000) Two Thousand Dollars, and made payable to the order of the Forney Creek Highway Commission, must accompany all bids. The contractor to whom the award may be made will be required to execute a bond on a form prepared by the Commission in a penal sum of (25%) Twenty-five per cent of the amount of the contract, and guaranteeing faithful performance by the contractor of all the terms thereof. Checks of unsuccessful bidders will be returned promptly.

The work contemplated consists of approximately eleven miles of new construction, together with completion of approximately nine miles over which shovels have already operated.

The probable quantities of work to be done in the various items are as follows:

- 26 Acres of Clearing and Grubbing.
- 110,000 Cu. Yds. of Unclassified Excavation.
- 4,500 Linear Feet of 15-inch Pipe (hauling and placing only).
- 1,200 Linear Feet of 24-inch Pipe (hauling and placing only).
- 200 Linear Feet of 30-inch Pipe (hauling and placing only).
- 600 Cu. Yds. Rubble Masonry Head Walls.
- 200 Cu. Yds. Class "A" Concrete.
- 100 Cu. Yds. Class "B" Concrete.
- 30,000 Pounds Reinforcing Steel.
- 800 Cu. Yds. Rubble Masonry (Bridges and Culverts).

Attention of prospective bidders is invited to the fact that there is on the site certain equipment, including steam shovels, air appliances, etc., and consideration should be given to the possibility of securing use of this equipment by lease or otherwise. Bidders should note, however, that additional equipment will be required for the reason that early completion will be an essential part of the contract.

The Forney Creek Road Commission specifically reserves the right to reject all or any bids or to accept any bid, not necessarily the lowest one, which shall be deemed by the Commission to be most favorable to it.

Specifications, form of proposal and contract may be seen at the office of WYTHE M. PEYTON COMPANY, ASHEVILLE, NORTH CAROLINA, or at the office of the COMMISSION at FONTANA, NORTH CAROLINA.

Bids close September 14, 1926.

Highway Construction
DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS

Baltimore, Md.
SEALED PROPOSALS for building one section of State Highway as follows:
Baltimore City, Cont. BC-64—One section of State highway along the Belair Road between Hamilton Avenue and Raspe Avenue, a distance of 0.68 mile. (Sheet Asphalt.)

Will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 14th day of September, 1926, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form, which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 31st day of August, 1926.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close September 23, 1926.

Road Construction
OFFICE OF THE STATE ROAD
DEPARTMENT.

Tallahassee, Fla., Sept. 2, 1926.

Sealed bids will be received at this office until 10 A. M. on the 23rd day of September, 1926, for constructing the following projects:

F. A. Project No. 50-A, Road No. 14—Putnam County, from Palatka west approximately 6.18 miles. Work to consist of clearing, grubbing, grading and drainage structures.

F. A. Project No. 53-C, Road No. 2—Lake County, from Dead River to Tavares, approximately 1.87 miles. Work to consist of clearing, grubbing, grading, hydraulic embankment and drainage structures.

Project No. 619, Road No. 5—Alachua County, from Newberry District Line to Levy County Line, approximately 9.28 miles. Work to consist of clearing, grubbing, grading and drainage structures.

Project No. 660, Road No. 3—Clay County, from Green Cove Springs to Putnam County Line, approximately 10.52 miles. Work to consist of constructing an 8-inch Florida Lime Rock Base.

Project No. 529, Road No. 1—Suwannee

County, from Live Oak to the Suwannee River, approximately 12.70 miles. Alternate bids will be received on Plain Cement Concrete Pavement, Bituminous Concrete Pavement, Sheet Asphalt and Bituminous Macadam. All black top on an 8-inch Lime Rock Base. The right is reserved to award contract for Rock Base only at the unit price bid.

All work to be done in accordance with plans and specifications of the State Road Department.

A certified check, made payable to the Chairman of the State Road Department, in the sum of five (5%) per cent of the amount bid must accompany each proposal.

Plans may be examined at this office, at the office of the Division Engineer and may be obtained upon application to this office, accompanied by a \$5.00 deposit, which deposit will be refunded if plans are returned in good condition within ten days after bids have been received by a bona fide bidder.

The right is reserved to reject any or all bids.

F. A. HATHAWAY,
Chairman.

J. L. CRESAP,
State Highway Engineer.

Bids close October 6, 1926.

Street Paving

Mount Dora, Fla.

Sealed proposals on blank forms furnished by the town, addressed to the Mayor and Council, Mount Dora, Florida, will be received until 7.30 P. M. on October 6, 1926, at Mount Dora, Florida, for furnishing all material, equipment and labor for doing the following work:

Approximately 47,000 square yards of Street Paving, together with all necessary drainage, curb and gutter and other work incidental thereto, as set forth in the plans and specifications.

Each bid shall be accompanied by a certified check or satisfactory bidder's bond in the sum of not less than Ten Thousand (\$10,000) Dollars, made payable to the Town Clerk.

Plans and specifications can be seen at the office of the Town Clerk in Mount Dora, Florida, or at the office of the Engineers in Leesburg, Florida; Eustis, Florida, or Elberton, Georgia.

Full sets of plans and specifications will be furnished by the Engineers upon payment of Fifteen (\$15) Dollars.

The right is reserved to reject any or all bids.

TOWN OF MOUNT DORA, FLORIDA.

A. J. WALTZ, Mayor.

W. E. LACKEY,

President of Town Council.

J. H. CRANE, Town Clerk.

H. S. JAUDON ENGINEERING CO.,
Engineers,

Leesburg, Fla.; Eustis, Fla.;

Elberton, Ga.

Bids close September 15, 1926.

Motor-Driven Sweeper

Kinston, N. C.

Sealed proposals will be received by the City Council of the City of Kinston, N. C., at the Mayor's office in Kinston, N. C., until the 15th day of September at 7.30 o'clock P. M., 1926, for a motor-driven pickup sweeper with all latest devices.

Proposals can be submitted for cash or deferred payments. The city reserves the right to reject all bids or to award contract which appears to be for the best interest of the City of Kinston.

W. B. COLEMAN, City Clerk.

Bids close September 21, 1926.

Furnishing Materials and Constructing Certain Sewage-Disposal Improvements

McComb, Miss.

Sealed proposals will be received by the Mayor and Board of Selectmen of the City of McComb, Mississippi, until 7.30 P. M. September 21, 1926, for furnishing material and constructing certain improvements to the sewage disposal plant of said city.

Specifications, form of proposal, contract and plans may be seen at the office of the City Engineer, McComb, Mississippi, or will be mailed upon application to B. E. Butler, City Clerk.

GEO. H. WOLBRECHT, Mayor.

B. E. BUTLER, City Clerk.

LEE W. KING, City Engineer,

McComb, Mississippi.

HENRY A. MENTZ, Consulting Engineer,
Hammond, Louisiana.

Bids close September 21, 1926.

Bridge Material

Bastrop, La.

Sealed proposals will be received by the Police Jury of Morehouse Parish at Bastrop, La., up to 10 A. M. Tuesday, September 21, 1926, for the furnishing of creosoted and untreated bridge lumber and piling to be delivered at Bastrop, La., on the Missouri Pacific Railroad, at which time and place said proposals will be publicly opened and read.

APPROXIMATE QUANTITIES.

Project No. 99, Bastrop, La., Creosoted lumber, 44,000 ft. BM.; Untreated lumber, 32,000 ft. BM.; Creosoted piling, 5000 lin. feet.

Information as to class of material, terms of payment, regulations governing manner of submitting proposals and executing contract may, on application, be obtained at the office of the Parish Engineer at Bastrop, La.

J. LESTER WHITE,
Parish Engineer.

J. W. BRODNAX,
President Police Jury.



CLASSIFIED OPPORTUNITIES



MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

FOR SALE—13,000 acres in the Blue Grass section of Boutetout and Craig counties, Virginia, containing 80,500 ties, 6,540,000 feet of lumber, 1650 cords tan bark. Deposits of Coal, Brown Hematite, Manganese and Lime have been located. Reports on this property submitted upon request. Price \$25 per acre. Address No. 6623, care of Manufacturers Record, Baltimore, Md.

IRON ORE AND TIMBER LAND

FOR SALE IN FEE—14,000 and 50,000 acre tracts iron ore and timber lands on Chesapeake & Ohio and Norfolk & Western Railways in Alleghany and Craig Counties, Virginia. Box 865, Charleston, W. Va.

TALC PROPERTY

FOR SALE—Talc quarry. Seventy-two acres in tract. Machinery equipped. Two good houses; plenty of water; mile and a quarter from Norfolk-Southern Railroad. Price \$25,000; part cash, balance on easy terms. Fine opportunity for talc or crayon manufacturer. Address

UNITED TALC & CRAYON COMPANY,
Glendon, N. C.

BROWN STONE QUARRIES

FOR SALE TO SETTLE ESTATE—Brownstone Quarries and 125-acre farm located in York Co., Penna., near Penna. R. R. line, Harrisburg, Pa., to Washington, D. C. Entire tract underlaid with the very best brownstone. Copies of U. S. report and Penn. Geological Survey, with sample of stone, sent on request. Personal investigation solicited; land not needed for immediate quarry purpose is well adapted for fruit or general farming; reasonable price and terms for prompt purchase.

REEHLING ESTATE, Steelton, Pa.

FARM, FRUIT AND TRUCK LANDS

ALABAMA

817 ACRES cut-over pine land, 1 1/4 miles from town, suitable for any kind of farming; 20-acre bearing pecan orchard, 12 years old, on tract. Will sell at a bargain. If interested, write

P. S. JACKSON, Peterman, Alabama.

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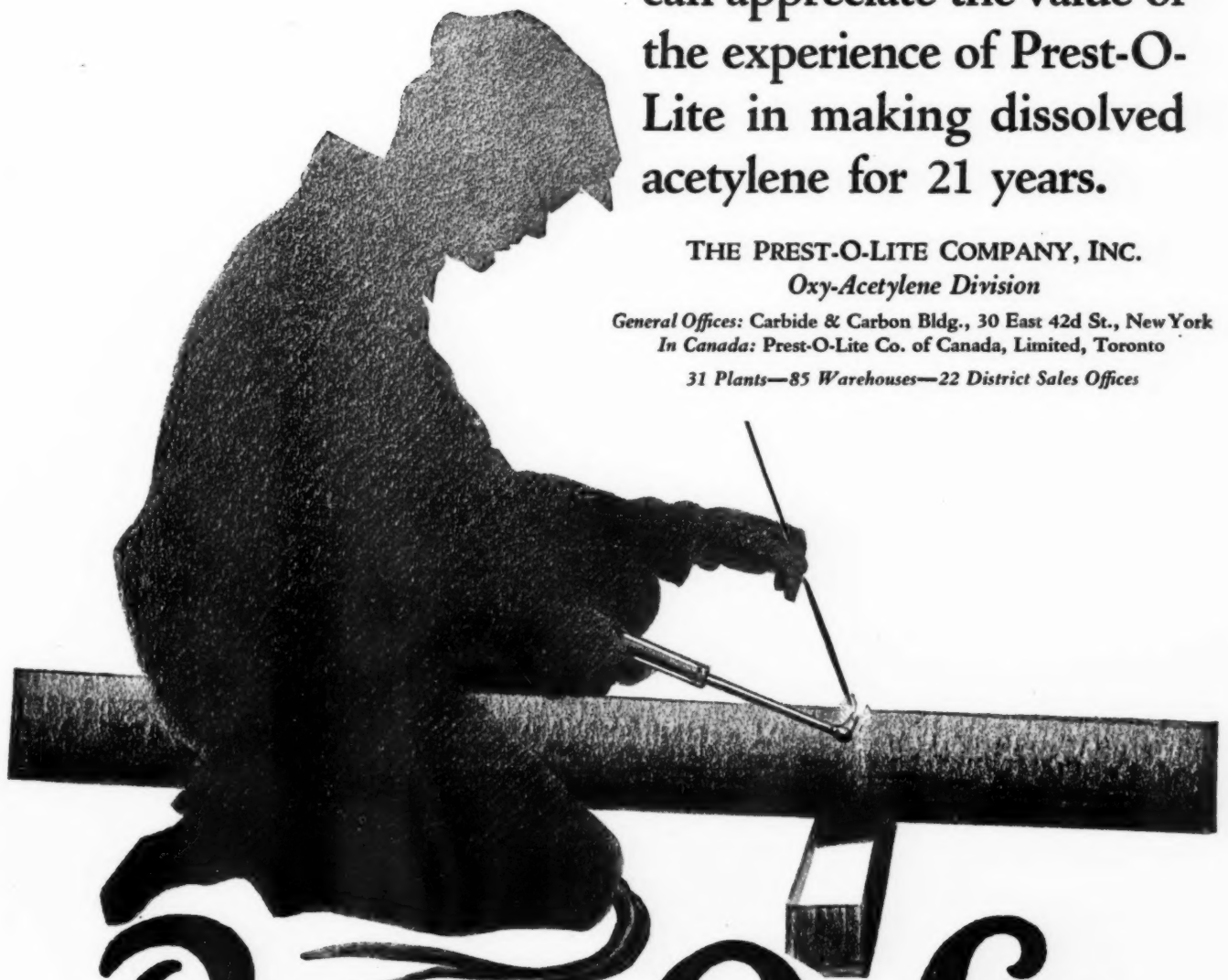
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You who have had years of experience in manufacturing realize how experience is reflected in the product. Therefore you can appreciate the value of the experience of Prest-O-Lite in making dissolved acetylene for 21 years.

THE PREST-O-LITE COMPANY, INC.
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General Offices: Carbide & Carbon Bldg., 30 East 42d St., New York
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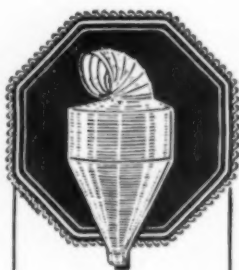
31 Plants—85 Warehouses—22 District Sales Offices



Prest-O-Lite

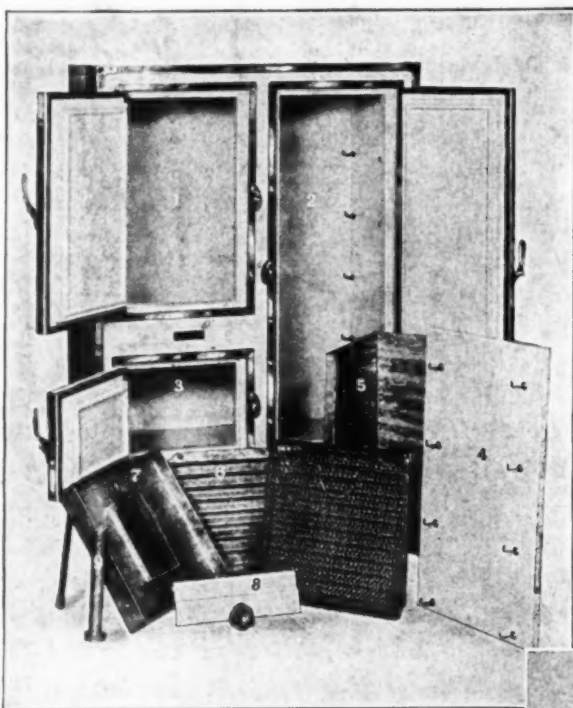
DISSOLVED ACETYLENE

what we mean by "contract manufacturing"



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Philip Carey Co.
Delco Light Co.
Farrin Lumber Co.
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The sheet metal parts of the Snow White Refrigerator are "contract manufactured" by Kirk & Blum.

The lining, ice pan, drain pan, drain pipe, partition wall and other small parts are delivered in quantities as required to the assembly plant of the Snow White Refrigerator Company.

Their manufacturing problem is greatly simplified, their plant equipment investment is greatly lessened, and they secure a high quality of sheet metal parts made by the most skilled workmen on the most efficient machinery at the low cost secured by large scale continuous production.

Why buy and maintain machinery, worry with plant operation, labor problems, and payroll expense? Buy your sheet metal parts "on contract" from Kirk & Blum.

We are manufacturing and shipping "contract manufactured" parts to all sections of the South, East and Middle West. Our prices will interest you and the quality of our production meet your most strict inspection.



The larger picture shows the Snow White Refrigerator dismantled. The parts numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, are "contract manufactured" by Kirk & Blum.

THE KIRK & BLUM MFG. CO.
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